

Washington, Saturday, June 28, 1947

# TITLE 6-AGRICULTURAL CREDIT

Chapter I—Farm Credit Administration, Department of Agriculture

> PART 21—FEDERAL LAND BANK OF SPRINGFIELD

> > APPRAISAL FEE

Section 21.1 of Title 6, Code of Federal Regulations, is amended to read as follows:

§ 21.1 Appraisal fee. An appraisal fee of \$10.00 shall be charged on each application, except that no fee shall be charged on the following types of applications:

(a) New applications on the identical acreage already mortgaged to the bank or the Federal Farm Mortgage Corporation.

(b) Applications from former applicants who applied for loans on the same security within two years and paid a fee for appraisal at that time but whose former applications were not closed as loans.

(c) Applications offering farms formerly mortgaged to the bank or Federal Farm Mortgage Corporation on which loans were paid within two years and the former borrowers are reoffering the identical acreage securing the former mortgage or mortgages.

(d) Applications to finance or to refinance sales of bank-owned real estate.

If the application is withdrawn or canceled before appaisal by the bank, the appraisal fee will be refunded to the applicant. If the application is withdrawn or canceled after appraisal by the bank, the appraisal fee will not be refunded to the applicant. (Sec. 13 "Ninth," 39 Stat. 372; 12 U. S. C. 781 "Ninth") (Res. Bd. Dir. June 17, 1947)

[SEAL]

FEDERAL LAND BANK OF SPRINGFIELD, M. C. PEABODY, Secretary.

[F. R. Doc. 47-6116; Filed, June 27, 1947; 8:15 a. m.]

Part 25—Federal Land Bank of New Orleans

APPRAISAL, RELEASE AND PREPAYMENT FEES

1. Section 25.1 of Title 6, Code of Federal Regulations, is amended to read as follows:

§ 25.1 Appraisal fees. (a) A fee of \$5 will be collected with each application for a new loan of \$1000 or less, and a fee of \$10 will be collected in such case where more than \$1000 is applied for. Should the application be withdrawn or declined before an appraisal is made, the fee will be returned to the applicant. A further fee of \$1 per \$1000, or fraction thereof, will be charged and deducted from the loan proceeds at the time a loan is closed on any amount loaned by the land bank, the Land Bank Commissioner, or both, in excess of \$5000.

(b) A fee of \$5 will be collected with each application for an increased or refunding loan where the amount applied for is \$1000 or less, and a fee of \$10 will be collected in such case where more than \$1000 is applied for: Provided, That only a fee of \$5 will be collected with each of two or more applications filed to refinance an existing loan (land bank, Land Bank Commissioner, or joint land bank and Commissioner loans) covering any part of the property offered as security. Should the application be withdrawn or declined before an appraisal is made, the fee will be returned to the applicant. A further fee of \$1 per \$1000, or fraction thereof, will be charged and deducted from the loan proceeds at the time the loan is closed, on any amount of new money loaned by the land bank, the Land Bank Commissioner, or both, whether in one or in more than one refunding loan refinancing an existing loan, in excess of \$5000, which fee, in the case of several such refunding loans will be prorated among the several applicants.

(c) A fee of \$5 will be collected with each application for division of an existing loan '(land bank, Land Bank Commissioner, or joint land bank and Land Bank Commissioner loans). The fee will be returned if the application is withdrawn or declined before an appraisal is made.

(d) A supplemental fee equal to the fee collected with the application will be charged in any type of case for each reappraisal made because of delay on the part of an applicant or made at the applicant's request. If the reappraisal results in a more favorable commitment, the fee will be refunded. (Sacs. 7, 13

"Ninth," 39 Stat. 365, 372, as amended, Secs. 26, 32, 33, 43 Stat. 48, 49, as (Continued on p. 4197)

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amended; 12 U.S.C. 781 "Ninth," 723 (e) 1016 (e) and Sup. 1017, 6 CFR 19.322, 19.326, 19.330) (Res. Ex. Com. June 13,

2. Section 25.2 of Title 6, Code of Federal Regulations, is amended to read as follows:

§ 25.2 Release fees. When an appraisal is considered necessary, a fee of \$10 will be collected with each application for a partial release of security, subordination of a lien, adjustment of insurance, or release from personal liability. Only one such fee will be collected in cases where joint land bank and Land Bank Commissioner loans are involved. The fee will be returned if an appraisal is not made. (Secs. 7, 13, "Ninth," 39 Stat. 365, 372, as amended, Secs. 32, 33, 48 Stat, 49, as amended; 12 U. S. C. 723 (e), 781 "Ninth," 1016 (e) 1017; 6 F. R. 19.322, 19.326, 19.339, 19.340) (Res. Ex. Com. June 13, 1947)

- 3. Section 25.5 of Title 6, Code of Federal Regulations, is amended to read as follows:
- § 25.5 Prepayment fees. No fee shall be charged for prepayment of land bank loans. (Sec. 12 "Second," 39 Stat. 370,

as amended; 12 U.S. C. 771 "Second") (Res. Ex. Com., June 13, 1947)

> FEDERAL LAND BANK OF NEW ORLEANS, R. L. THOMPSON,

President.

[F. R. Doc. 47-6117; Filed, June 27, 1947; 8:52 a. m.]

PART 90-ORGANIZATION, FUNCTIONS, AND PROCEDURES OF REGIONAL AGRICULTURAL CREDIT CORPORATION OF WASHINGTON, D. C.

PART 95-LOANS FOR SPECIAL AREAS

TERMINATION OF WENATCHEE ERANCH OFFICE OF REGIONAL AGRICULTURAL CREDIT CORPO-RATION OF WASHINGTON, D. C.

Effective at the close of business on June 14, 1947, the Wenatchee Branch office of the Regional Agricultural Credit Corporation of Washington, D. C., was terminated and closed. Accordingly, the following portions of Title 6 of the Code of Federal Regulations are hereby deleted:

(1) Paragraph (c) Wenatchee Branch

Office of § 90.1 Organization.
(2) The first two sentences of paragraph (b) of § 90.2 Functions and procedure, and the word "other" in the third sentence of that paragraph.

(3) All of Part 95, Loans for Special

(Sec. 201 (e) 47 Stat. 713, secs. 32, 33, 50 Stat. 716, 717; 12 U. S. C. 1148, 1148b, 1148c; E. O. 6084, Mar. 27, 1933)

I. W. Duggan. Governor.

JUNE-23, 1947.

[F. R. Doc. 47-6118; Filed, June 27, 1947; 8:52 a. m.]

## TITLE 7—AGRICULTURE

Chapter IX—Production and Marketing Administration (Marketing Agreements and Orders)

[Orange Reg. 124]

PART 933-ORANGES, GRAPEFRUIT, AND TANGERINES GROWN IN FLORIDA

#### LIMITATION OF SHIPMENTS

§ 933.350 Orange Regulation 124-(a) Findings. (1) Pursuant to the marketing agreement, as amended, and Order No. 33, as amended (7 CFR, Cum. Supp., 933.1 et seq., 11 F. R. 9471), regulating the handling of oranges, grapefruit, and tangerines grown in the State of Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended, and upon the basis of the recommendations of the committees established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that compliance with the notice, public rule making procedure, and effective date re-

quirements of the Administrative Procedure Act (Pub. Law 404, 79th Cong., 60 Stat. 237) is impracticable and contrary to the public interest in that the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the Agricultural Marketing Agreement Act of 1937, as amended, is insufficient for such compliance.

(b) Order. Except as otherwise provided in paragraph (b) (2) of this sec-

tion:

(1) During the period beginning at 12:01 a. m., e. s. t., June 30, 1947, and ending at 12:01 a. m., e. s. t., July 31, 1947, no handler shall ship any oranges, except Temple oranges, grown in the State of Florida, which grade U.S. No. 3 or lower than U.S. No. 3 grade, as such grades are defined in the United States standards for citrus fruits, as amended (11 F. R. 13239; 12 F. R. 1)

(2) During the period specified in paragraph (b) (1) of this section, any handler may ship any oranges, except Temple oranges, grown in the State of Florida, that grade U.S. No. 3, as such grade is defined in the aforesaid amended United States standards, if not more than 10 (ten) percent, by count, of the oranges in the container are oranges which are not free from serious damage due to dryness or mushy condition.

(3) As used in this section, "handler" and "ship" shall have the same meaning as is given to each such term in said amended marketing agreement and or-der; and the terms "serious damage" and "dryness or mushy condition" shall have the same meaning as is given to the respective term in the aforesaid amended United States standards. (48 Stat. 31, 670, 675, 49 Stat. 750, 50 Stat. 246; 7 U. S. C. 601 et seq.)

Done at Washington, D. C., this 25th day of June 1947.

S. R. Senth, [SEAL] Director, Fruit and Vegetable Branch, Production and Marketing Administration.

[F. R. Doc. 47-6165; Filed, June 27, 1947; 10:05 a. m.)

## [Elberta Feach Order 1]

PART 936-FRESH BARTLETT FEARS, PLUMS, AND ELEGETA PEACHES GROWN IN CALI-AKKEOR

REGULATION BY GRADES AND SIZES

§ 930.316 Elberta Peach Order 1—(a) Findings. (1) Pursuant to the marketing agreement, as amended, and Order No. 36, as amended (7 CFR, Cum. Supp., 936.1 et seq.), regulating the handling of fresh Bartlett pears, plums, and Elberta peaches grown in the State of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended, and upon the basis of the recommendations of the Elberta Peach Commodity Committee, established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of Elberta peaches, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that compliance with the notice, public rule making procedure, and effective date requirements of the Administrative Procedure Act (Pub. Law 404, 79th Cong., 60 Stat. 237) is impracticable and contrary to the public interest in that the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the Agricultural Marketing Agreement Act of 1937, as amended, is insufficient for such compliance.

(b) Order (1) During the period beginning at 12:01 a. m., P s. t., June 29, 1947, and ending at 12:01 a. m., P s. t., September 1, 1947, no shipper shall ship:

- (i) Any package or container of Elberta peaches containing peaches which do not meet the requirements of U.S. No. 1 grade, as specified for such grade in the United States Standards for Peaches (12 F R. 3798) Provided, That (a) with respect to ripe Elberta peaches of the size known commercially as size 80. and of larger sizes, such peaches may be shipped if they are free from serious damage by bruises and if said peaches otherwise meet the requirements of the aforesaid grade; and (b) with respect to Elberta peaches of the size known commercially as size 55, and of larger sizes, such peaches may be shipped if they meet the requirements of the aforesaid grade with a tolerance of five (5) percent for defects not considered "serious damage" in addition to the usual tolerances provided in said United States Standards; and the aforesaid sizes known commercially as size 55 and size 80 are defined more specifically in subparagraphs (2) and (3), respectively, of this paragraph; or
- (ii) Any package or container of Elberta peaches containing peaches of a size smaller than the aforesaid size 80 that will pack a standard fruit box numbered 15, 16, 17, 18, or 18a, as specified in section 828.25 of the Agricultural Code of California, packed in accordance with the specifications of a standard pack, as specified in the aforesaid United States Standards, except that ripe Elberta peaches shall be packed fairly tightly in said boxes rather than tightly packed as provided in the aforesaid United States Standards.
- (2) As used in this section, the size of Elberta peaches known commercially as size 55 is defined more specifically as being the size that will pack a standard fruit box numbered 15, 16, 17, 18, or 18a, as defined in section 828.25 of the Agricultural Code of California, with two tiers of two rows of five peaches each, and three rows of six peaches each per tier. packed in accordance with the specifications of a standard pack, as specified in said United States Standards, and with no peach small enough to pass through, without using pressure, a rigid ring of inside diameter of 23/4 inches.

(3) As used in this section, the size of Elberta peaches known commercially as size 80 is defined more specifically as being the size that will pack a standard fruit box numbered 15, 16, 17, 18, or 18a, as defined in section 828.25 of the Agricultural Code of California, with two tiers of six rows each per tier and seven peaches in each row packed in accordance with the specifications of a standard pack, as specified in said United States Standards, and with no peach small enough to pass through, without using pressure, a rigid ring of inside diameter of 21/4 inches.

(4) Each shipper, prior to making each shipment of Elberta peaches, shall, during the period set forth in subparagraph (1) of this paragraph, have the peaches included in each such shipment inspected by a duly authorized representative of the Federal-State Inspection Service, heretofore designated by the Elberta Peach Commodity Committee and hereby approved; and each such shipper shall submit promptly, or cause to be submitted promptly, to the Elberta Peach Commodity Committee, Federal-State shipping point inspection certificates stating the grades and sizes of the Elberta peaches contained in each such lot or shipment: Provided, however That, in case the following conditions exist in connection with any such shipment:

(i) A request for inspection is made to the Federal-State Inspection Service not later than 5:00 p.m. of the day before the fruit will be available for inspection:

(ii) The fruit is available for inspection between the hours of 7:00 a.m. and 8:00 p. m. of the day specified in the request for such inspection; and

(iii) The Federal-State Inspection Service furnishes the shipper with a signed statement that it is not practicable, under such conditions, for the Federal-State Inspection Service to make the inspection within the necessary time; the shipper, by submitting or causing to be submitted such signed statement to the Elberta Peach Commodity Committee, may make the particular shipment without such inspection, but such shipper shall still be held responsible for conforming with all grade and size regulations applicable to such shipment.

(5) As used in this section, the terms "shipper," "ship," "shipping point," and "shipment" shall have the same meaning as when used in the amended marketing agreement and order, and the terms "serious damage" and "tightly packed" shall have the same meaning as set forth in the aforesaid United States Standards. (48 Stat. 31, as amended; 7 U.S. C. 601 et seq., 7 CFR, Cum. Supp., 936.1 et seq.)

Done at Washington, D. C., this 26th day of June 1947.

S. R. SMITH, [SEAL] Director Fruit and Vegetable Branch, Production and Marketing Administration.

[F. R. Doc. 47-6162; Filed, June 27, 1947; \* 10:04 a. m.]

[Lemon Reg. 228]

PART 953—LEMONS GROWN IN CALIFORNIA AND ARIZONA

#### LIMITATION OF SHIPMENTS

§ 953.335 Lemon Regulation 228—(a) Findings. (1) Pursuant to the marketing agreement and Order No. 53 (7 CFR, Cum. Supp., 953.1 et seq.), regulating the handling of lemons grown in the State of California or in the State of Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended, and upon the basis of the recommendation and information submitted by the Lemon Administrative Committee, established under the said marketing agreement and order, and upon other available information, it is hereby found that the limitation of the quantity of such lemons which may be handled, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that compliance with the notice, public rule making procedure, and effective date requirements of the Administrative Procedure Act (Pub. Law 404, 79th Cong., 2d Sess., 60 Stat. 237) is impracticable and contrary to the public interest in that the time intervening between the date when information upon which the section is based became available and the time when this section must become effective in order to effectuate the declared policy of the Agricultural Marketing Agreement Act of 1937, as amended, is insufficient for such compliance.

(b) Order (1) The quantity of lemons grown in the State of California or in the State of Arizona which may be handled during the period beginning at 12:01 a. m., P s. t., June 29, 1947, and ending at 12:01 a. m., P. s. t., July 6, 1947, is hereby fixed at 700 carloads, or an equivalent quantity.

(2) The prorate base of each handler who has made application therefor, as provided in the said marketing agreement and order, is hereby fixed in accordance with the prorate base schedule which is attached to Lemon Regulation 227 (12 F R. 4016) and made a part hereof by this reference. The Lemon Administrative Committee, in accordance with the provisions of the said marketing agreement and order, shall calculate the quantity of lemons which may be handled by each such handler during the period specified in subparagraph (1) of this paragraph.

(3) As used in this section, "handled," "carloads." and "prorate "handler." base" shall have the same meaning as is given to each such term in the said marketing agreement and order. (48 Stat. 31, as amended; 7 U.S. C. 601 et seq.)

Done at Washington, D. C., this 26th day of June 1947.

[SEAL] S. R. SMITH, Director, Fruit and Vegetable Branch, Production and Marketing Administration.

[F. R. Dos. 47-6163; Filed, June 27, 1947; 10:04 a. m.]

#### [Orange Reg. 184]

PART 966--Oranges Grown in California AND ARIZONA

#### LIMITATION OF SHIPMENTS

§ 966.330 Orange Regulation 184-(a) Findings. (1) Pursuant to the provisions of Order No. 66 (7 CFR, Cum. Supp., 966.1 et seq.) regulating the handling of oranges grown in the State of California or in the State of Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended, and upon the basis of the recommendation and information submitted by the Orange Administrative Committee, established under the said order, and upon other available information, it is hereby found that the limitation of the quantity of such oranges which may be handled, as heremafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that compliance with the notice, public rule making procedure, and effective date regurements of the Administrative Procedure Act (Pub. Law 404, 79th Cong., 2d Sess., 60 Stat. 237) is impracticable and contrary to the public interest in that the time intervening between the date when information upon which this section is based became available and the time when this section must become effective. in order to effectuate the declared policy of the Agricultural Marketing Agreement Act of 1937, as amended, is insufficient for such compliance.

(b) Order: (1) The quantity of oranges grown in the State of California or in the State of Arizona which may be handled during the period beginning at 12:01 a. m., P. s. t., June 29, 1947, and ending at 12:01 a. m., P s. t., July 6, 1947, is hereby fixed as follows:

(i) Valencia oranges. (a) Prorate District No. 1, unlimited movement; (b) Prorate District No. 2, 1200 carloads; and (c) Prorate District No. 3, unlimited movement.

(ii) Oranges other than Valencia oranges. (a) Prorate Districts Nos. 1, 2,

and 3, no movement.
(2) The prorate base of each handler who has made application therefor, as provided in the said order, is hereby fixed in accordance with the prorate base schedule which is attached hereto and made a part hereof by this reference. The Orange Administrative Committee, in accordance with the provisions of the said order, shall calculate the quantity of oranges-which may be handled by each such handler during the period' specified in subparagraph (1) of this paragraph.

(3) As used in this section, "handled," "handler," "carloads," and "prorate base" shall have the same meaning as is given to each such term in the said order; and "Prorate District No. 1," "Prorate District No. 2," and "Prorate District No. 3" shall have the same meaning as is given to each such term in § 966.107 of the rules and regulations (11 F. R. 10258) issued pursuant to said order. (48 Stat. 31, as amended: 7 U.S. C. 601 et seq.)

Done at Washington, D. C., this 26th day of June 1947.

S. R. Sluth. [SEAT] Director, Fruit and Vegetable Branch, Production and Marketing Administration.

PROBATE BASE SCHEDULE	
[12:01 a. m. June 29, 1947, to 12:01	0 m
July 6, 1947]	L (), ALI,
VALENCIA ORANGES	
Prorate District No. 2	
Prora	te base
Handler (p.	00.0000
A. F. G. Alta Loma	.0882
A. F. G. Orange	.9002 .6447
A. F. G. Redlands	2403
A. F. G. Riverside	.1276
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	.3585
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Anaheim Citrus Fruit Accociation.	1.3278
Anaheim Valencia Orange Accocia-	
Eadington Fruit Co., Inc.	1.2852
Eadington Fruit Co., Inc.	2.1065
Fullerton Mutual Orange Accola-	1.5038
La Habra Citrus Association	1.1872
La Habra Citrus Accoclation Orange County Valencia Accocia-	
Orangethorpe Citrus Association	.6649
Orangethorpe Citrus Association.	1.0278
Placentia Cooperative Orange Acco-	7437
Yorba Linda Citrus Accelation,	1351
The	.5853
Alta Loma Heights Citrus Acsocia-	
tion	.6363
Citrus Fruit GrowersCucamonga Citrus Accelation	.1204 .1436
Etiwanda Citrus Fruit Accoclation	.0433
Old Baldy Citrus Association	.1366
Rialto Heights Orange Growers	.0793
Upland Citrus Association	.4152
Upland Heights Orange Accorda-	. 1560
tionConsolidated Orange Growers	1.923)
Frances Citrus Association	1.0957
Garden Grove Citrus Association_	1.4000
Goldenwest Citrus Association, The_	1.4963
Irvine Valencia Growers	2.3964
Olive Heights Citrus Accoclation.	1.6673
Santa Ana-Tustin Mutual Citrus Association	.9839
Santiago Orange Growers Acquela-	. 5635
tion	3,6539
Tustin Hills Citrus Association	1.8830
Villa Park Orchs, Association, The	1.8345
Bradford Bros., Inc	. 6514
El Modena Citrus, Inc.	.4536
Placentia Mutual Orange Accela-	1.7952
Placentia Orange Growers Accela-	4. 1934
tion	2.2333
Call Ranch	:000
Corona Citrus Accoclation	.4713
Jameson Co	.0373

Orange Heights Orange Accociation.

.3779

# PEGRATE BASE SCHEDULE—Continued VALERICIA CRANGES-continued

Prorate District No. 2-Continued

Pro	rate base
Handler (Fe	rcent)
Bryn Mawr Fruit Growers Associa-	0.0331
tionCrafton Orange Growers Associa-	.2718
tion	.3922
E. Highlands Citrus Association	.0883
Fontana Citrus Association  Highland Fruit Growers Associa-	_0352
tion	.0521
Krinard Packing Co	.2639
Reglands Cooperative Fruit Asso-	. 1472
clation	.4176
clationRedlands Heights Groves	.2562
regulates orange Growers Assecta-	.2632
tion	.2911
Redlands Select Groves	.1656
Righto Orange Co	.1547 .1541
Rialto Orange Co Southern Citrus Association	.2372
United Citrus Growers	.1434
Zilen Citrus CoArlington Heights Fruit Co	.1645 .1640
Brown Estate, L. V. W.	. 1354
Gavilan Citrus Accelation	.1535
Hemet Mutual Groves Highgrove Fruit Accociation	.1152 .0735
McDermont Fruit Co	.1996
Mentone Heights Association	.2883
Monte Vista Citrus Association National Orange Co	.2235 .0419
Riverside Grovers, Inc.	.1067
Riverside Heights Orange Grower's	2222
Accoclation Sierra Victa Packing Accoclation	.0893 .0801
Victoria Avenue Citrus Association	.1803
Claremont Citrus Association	. 1327
College Heights Orange and Lemon	.2266
Acceptation El Camino Citrus Association	0345
Indian-Hill Citrus Association	.1854
Pomona Fruit Growers Exchange Walnut Fruit Growers Association_	.3261 .4426
West Ontario Citrus Association	3261
El Cajon Valley Citrus Association.	.3237
Econdido Orange Association	2,4776
tion	.5134
Covina Citrus Accelation	1.0373
Covina Orange Growers Association_ Duarte-Monrovia Fruit Exchange_	.4572 .2583
Santa Barbara Orange Association.	.0524
Ball & Tweedy Accordation Canoga Citrus Accordation	.6262
N. Whittier Heights Citrus Acco-	.E372
clation San Fernando Fruit Grewers Asso-	.9486
San Fernando Fruit Growers Asso-	4404
clation	.4491
coclation	.9763
Sierra Madre-Lamanda Citrus Ac-	4040
Camarillo Citrus Association	4040 1,5203
Fillmore Citrus Association	3.6199
Mupu Citrus Association	2.4494
Olai Orange Association	.9365 2.0381
Santa Paula Orange Association	1.1038
Tapo Citrus Accelation	
E. Whittier Citrus Association	4100
El Ranchito Citrua Association	1.3389
Murphy Ranch Co	
Whittier Citrus Accelation	7032
Whittier Select Citrus Association.	.4727
Anaheim Cooperative Orange As-	1 1000
Bryn Mawr Mutual Orange As-	1.1683
coclation	.0328
Chula Vista Liutual Lemon As-	ecoe
cociation	.0332

PROBATE BASE SCHEDULE—Continued VALENCIA ORANGES—continued Prorate District No. 2—Continued

Prorate base (percent) Handler Escondido Cooperative Citrus As-0.3386 sociation . Euclid Avenue Orange Association\_ Foothill Citrus Union, Incorpo-0338 Fullerton Gooperative Orange Asso-.3943 ciation\_\_\_\_\_Garden Grove Orange Coop., Inc\_\_ 7345 Glendora Cooperative Citrus Asso-0574 ciation \_\_\_\_\_ . 2837 Golden Orange Groves, Inc\_\_\_\_\_ 0677 Highland Mutual Groves\_\_\_\_\_Index Mutual Association\_\_\_\_\_ . 1625 La Verne Cooperative Citrus Asso-1.2023 clation\_\_\_\_\_Olive Hillside Groves\_\_\_\_\_ 7738 Orange Cooperative Citrus Associa-1.0502 Redlands Foothill Groves----4531 Redlands Mutual Orange Associa-1683 tion \_\_ Riverside Citrus Association\_\_\_\_\_ .0688 Ventura County Orange & Lemon .9514 Association Whittier Mutual Orange & Lemon 1775 Association --Babijuice Corp. of California\_\_\_\_\_ 4959 . 2989 Banks Fruit Co----. 5516 Banks, L. M.....Borden Fruit Co.... California Fruit Distributors\_\_\_\_\_ .3878 Cherokee Citrus Co., Inc.... .1016 Chess Co., Meyer W.\_\_\_\_\_ Escondido Avocado Grovers\_\_\_\_ Evans Bros. Packing Co\_\_\_\_\_ Gold Banner Association\_\_\_\_ . 2818 .0561 4368 . 2859 Granada Hills Packing Co\_\_\_\_\_ 0638 2.3784 Granada Packing House\_\_\_\_\_ Hill, Fred A.\_\_\_\_\_Inland Fruit Dealers\_\_\_\_\_ .0778 0535 Mills, Edward\_\_\_\_\_Orange Belt Fruit Distributors\_\_\_\_ 1090 1.9499 Panno Fruit Co., Carlo\_\_\_\_\_ 0891 Paramount Citrus Association\_\_\_\_ 4229 4076 Placentia Orchards Co-----Placentia Pioneer Valencia Growers 6596 Association \_\_ San Antonio Orchards Co\_\_\_\_\_ 4132 Santa Fe Groves Co\_\_\_\_\_ 0516 1.0005 Snyder & Sons Co., W. A\_\_\_\_\_ Stephers, T. F.\_\_\_\_\_Sunny Hills Ranch, Inc.\_\_\_\_ .0888 ,1202 .0367 .1246 Webb Packing Co----2126 0499 Western Fruit Growers Inc., Ana... 6692 Western Fruit Growers Inc., Reds. Yorba Orange Growers Association... [F. R. Doc. 47-6164; Filed, June 27, 1947;

# TITLE 10—ARMY WAR DEPARTMENT

10:04 a. m.]

# Chapter VI—Organized Reserves

PART 604-ENLISTED RESERVE CORPS

DISCHARGE FROM INACTIVE STATUS

Rescind paragraph (b) of § 604.9 and substitute the following in lieu thereof.

§ 604.9 Separation from service. \* \* \* \* (b) Discharge from inactive status.

(1) Except for enlisted men of the Regular Army transferred to the Enlisted Reserve Corps and retired under the provisions of AR 615-395 (Army regulations relative to retirement) and subsequently discharged upon completion of 30 years'

service, members of the Enlisted Reserve Corps when on an inactive status may be discharged as follows:

(i). By direction of the President or order of the Secretary of War.

(ii) By direction of the Commanding General of the Army Air Forces, an army (ZI) a department, or such officer, or officers, as may be designated by them for that purpose.

(a) Upon expiration of term of en-

(b) On account of physical disability. If an enlisted reservist on mactive status becomes physically disqualified for limited service (MR 1-9) he will be discharged.

(c) If drawing a pension, disability allowance, disability compensation, or retirement pay from the Government of the United States.

(d) Upon acceptance of a commission in the armed forces, appointment to the U. S. Military, Naval, or Coast Guard Academy, upon receipt of notice of enlistment in the Regular Army or National Guard, or upon receipt of notice of enlistment in the Navy, Marine Corps, or Coast Guard.

(e) Upon presentation of conclusive evidence in accordance with the provisions of AR 615-362 (Army regulations relative to discharge) that his membership in the Enlistment Reserve Corps in an inactive status has a material deterrent effect on his earning a livelihood.

(f) Because of inaptness or failure to possess the required degree of adaptability for military service.

(g) Because of evidence of habits or traits of character which render retention in the service undesirable.

(h) Upon conviction by a civil court.
(2) No enlisted reservist will be called to active duty for the purpose of affecting his discharge.

(3) Discharge certificates will be furnished enlisted reservists discharged from mactive status. [AR 150-5, Feb. 13; 1946 as amended by WD Cir. 151, June 12, 1947.]

(39 Stat. 195, 41 Stat. 780, 44 Stat. 705; 10 U. S. C. 421, 423-427)

[SEAL] EDWARD F WITSELL,

Major General,

The Adjutant General.

[F. R. Doc. 47-6105; Filed, June 27, 1947; 8:48 a. m.]

# TITLE 14—CIVIL AVIATION

Chapter II—Administrator of Civil Aeronautics, Department of Commerce

PART 600-DESIGNATION OF CIVIL AIRWAYS

Part 600 of the regulations of the Administrator of Civil Aeronautics was last revised in its entirety on February 6, 1942. Since that time this part has been amended a great many times, and experience has disclosed the necessity for revising it again. The purpose of this revision is: (a) To simplify and clarify the language used in this part and (b) to effect a compilation of the basic part and all the amendments

thereto made effective between the dates of February 6, 1942 and May 13, 1947.

It appearing that the revision of this part does not involve any changes in substance but contains changes of only a minor nature which will not impose any burden upon interested persons; the persons affected by this part will be greatly benefited by this revision and by its being made effective without delay; in view of the foregoing, sufficient notice and public procedure have been afforded to interested-persons, and further notice for public procedure would serve no purpose other than to delay the issuance of the revision of this part of the regulations of the Administrator which it is in the public interest and benefit to adopt at this time.

And finding that: For the foregoing reasons further notice and public procedure provided for in section 4 (a) of the Administrative Procedure Act is unnecessary with respect to the revision of this part; and that good cause exists to declare this part (as herein revised) effective immediately pursuant to section 4 (c) of that act.

Now, therefore, acting pursuant to the authority vested in me by section 302 of the Civil Aeronautics Act of 1938, as amended, I hereby revise Part 600 of the Regulations of the Administrator of Civil Aeronautics to read as follows:

Sec.

600.1 Definition.

600.2 Scope.

600.3 Basis and purpose.

600.4 Designation of civil airways.

AUTHORITY: §§ 600.1 to 600.4, inclusive, issued under sec. 302, 52 Stat. 985, 54 Stat. 1233, 1235, 1236; 49 U. S. C. 452.

§ 600.1 Definition. As used in this part, "civil airway" means a path through the navigable air space of the United States suitable for interstate, overseas, or foreign air commerce.

§ 600,2 Scope. (a) Each civil airway, except as hereinafter provided, shall include the navigable air space of the United States above all that area on the surface of the earth lying within five miles of the center of the center line prescribed for each such airway, but shall not include any of the air space of an air-space reservation, as provided for in section 4 of the Air Commerce Act of 1926.

(b) The center line of each civil airway shall be a line extended in the manner hereinafter prescribed through the center of the points or intersections specified for such airway.

§ 600.3 Basis and purpose. The basis of this part is found in section 302 of the Civil Aeronautics Act of 1938, as amended (52 Stat. 985, 54 Stat. 1233, 1235, 1236; 49 U. S. C. 452) The purpose of this part is to designate civil airways in order to provide suitable, and insofar as possible, safe routes for aircraft operating in interstate, overseas, or foreign air commerce.

§ 600.4 Designation of civil airways. The following described paths through the navigable air space of the United States are hereby designated as civil airways:

(a) Green civil nirways—(1) Green civil airway No. 1 (United States-Canadian Border to Forest City, Maine) From the intersection of the east course of the Megantic, Quebec, Canada, radio range and the United States-Canadian Border, via the Millinocket, Maine, radio range station; to the Forest City, Maine (United States-Canadian Border)

(2) Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.). From the King County Airport, Seattle, Wash., via the Seattle, Wash., radio range station; Ellensburg, Wash., radio range station; Ephrata, Wash., radio range station; Spokane, Wash., radio range station; Coeur D'Alene, Idaho, radio range station; Mullan Pass, Idaho, radio range station; Superior, Mont., radio range station: Missoula, Mont., radio range station; Drummond, Mont., radio range station; Helena, Mont., radio range station; the intersection of the southeast course of the Helena, Mont., radio range and the northwest course of the Bozeman, Mont., radio range; Bozeman, Mont., radio range station; the intersection of the southeast course of the Bozeman, Mont., radio range and the west course of the Livingston, Mont., radio range; Livingston, Mont., radio range station; Billings, Mont., radio range station; Custer, Mont., radio range station; Miles City, Mont., radio range station; the intersection of the northeast course of the Miles City, Mont., radio range and the west course of the Dickinson, N. Dak., radio range; Dickinson, N. Dak., radio range station; Bismarck, N. Dak., radio range station; the Jamestown, N. Dak., radio range station; the intersection of the east course of the Jamestown, N. Dak., radio range and the west course of the Fargo, N. Dak., radio range; Fargo, N. Dak., radio range station; Alexandria. Minn., radio range station; Minneapolis, Minn., radio range station; La Crosse, Wis., radio range station; Lone Rock, Wis., radio range station; Madison, Wis., radio range station: Milwaukee, Wis., radio range station; Muskegon, Mich., radio range station; Grand Rapids, Mich., radio range station; Lansing, Mich., radio range station; the intersection of the east course of the Lansing. Mich., radio range and the north course of the Romulus, Mich., radio range; the Romulus, Mich., radio range station to the intersection of the east course of the Romulus, Mich., radio range and the United States-Canadian Border. From the intersection of the east course of the Clear Creek, Ontario, Canada, radio range and the United States-Canadian Border via the intersection of the east course of the Clear Creek, Ontario, radio range and the southwest course of the Buffalo, N. Y., radio range; Buffalo, N. Y., radio range station; the intersection of the east course of the Buffalo, N. Y., radio range and the southwest course of the Rochester, N. Y., radio range; Rochester, N. Y., radio range station; the intersection of the southeast course of the Rochester, N. Y., radio range and the west course of the Syracuse, N. Y., radio range; Syracuse, N. Y., radio range station; Utica, N. Y., radio range station; Albany, N. Y., radio range station; Westfield, Mass., radio range station; the intersection of the southeast course of the Westfield, Mass., radio range and the southwest course of the Boston, Mass., radio range to the Boston, Mass., radio range station.

(3) Green civil airway No. 3 (San Francisco, Calif., to New York, N. Y.) From the Municipal Airport, San Francisco, Calif., via the San Francisco, Calif., radio range station; Oakland, Calif., radio range station; Sacramento, Calif. radio range station; the intersection of the northeast course of the Sacramento, Calif., radio range and the southwest course of the Donner Summit, Calif., radio range; Donner Summit, Calif., radio range station; Reno, Nev., radio range station; Humboldt, Nev., radio range station; Battle Mountain, Nev., radio range station; Elko, Nev., radio range station; the intersection of the northeast course of the Elko, Nev., radio range and the west course of the Lucin, Utah, radio range; Lucin, Utah, radio range station; Ogden, Utah, radio range station; Fort Bridger, Wyo., radio range station; Rock Springs, Wyo., radio range station; Sinclair, Wyo., radio range station; the intersection of the east course of the Sinclair, Wyo., radio range and the northwest course of the Laramie, Wyo., radio range; the intersection of the northwest course of the Laramie. Wyo.. radio range and the northwest course of the Cheyenne, Wyo., radio range; Cheyenne, Wyo., radio range station; Sidney, Nebr., radio marker station; North Platte, Nebr., radio range station; Grand Island, Nebr., radio range station; Omaha, Nebr., radio range station; Des Moines, Iowa, radio range station; Moline, Ill., radio range station; the Joliet, Ill., radio range station; the intersection of the southeast course of the Chicago, Ill., radio range and the west course of the Goshen, Ind., radio range; Goshen, Ind., radio range station; Toledo, Ohio, radio range station; Cleveland, Ohio, radio range station; Youngstown, Ohio, radio range station; the intersection of the east course of the Youngstown, Ohio, radio range and the west course of the Philipsburg, Pa., radio range; Philipsburg, Pa., radio range station; Allentown, Pa., radio range station: the intersection of the east course of the Allentown, Pa., radio range and the southwest course of the New York, N. Y. (LaGuardia Field) radio range and the New York, N. Y. (La-Guardia Field) radio range station; to the New York Municipal Airport, La-Guardia Field, New York, N. Y.

(4) Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.). From the Municipal Airport, Los Angeles, Calif., via the Los Angeles, Calif., radio range station; the intersection of the north-course of the Los Angeles, Calif., radio range and the southwest course of the Palmdale, Calif., radio range; Palmdale, Calif., radio range station; Daggett, Calif., radio range station; the Needles, Calif., radio range station; the Prescott, Ariz, radio range station; Winslow, Ariz, radio range station; El Morro, N. Mex., radio range station; Acomita, N. Mex., radio range station; Albuquerque, N. Mex., radio range station; Otto, N. Mex.,

radio range station: Tucumcari, N. Mex., radio range station; Amarillo, Tex., radio range station; Gage, Ohla., radio range station; Wichita, Kans., radio range station; Lebo, Kans., radio range station; Kansas City, Mo., radio range station; the intersection of the northeast course of the Kansas City, Mo., radio range and the west course of the Columbia, Mo., radio range; Columbia, Mo., radio range station; St. Louis, Mo., radio range station; Effingham, Ill., radio range station: Terre Haute, Ind., radio range station; Indianapolis, Ind., radio range station; the intersection of the east course of the Indianapolis, Ind., radio range and the west course of the Columbus, Ohio, radio range; Columbus, Ohio, radio range station; the intersection of the east course of the Columbus, Ohio, radio range and the west course of the Pittsburgh, Pa., radio range: Pittsburgh, Pa., radio range station; the intersection of the northeast course of the Pittsburgh, Pa., radio range and the west course of the Altoona, Pa., radio range; Altoona, Pa., radio range station; Harrisburg, Pa., radio range station; the intersection of the east course of the Harrisburg, Pa., radio range and the southwest course of the Philadelphia, Pa., radio range and the Philadelphia. Pa., radio range station to the Municipal Airport, Philadelphia, Pa.

(5) Green civil arrway No. 5 (Los Angeles, Calif., to Boston, Mass.) From the Los Angeles, Calif., radio range sta-tion via the Riverside, Calif., radio range station; the intersection of the east course of the Riverside, Calif., radio range and the west course of the Blythe, Calif., radio range; Blythe, Calif., radio range station; Phoenix, Arız, radio range station; the intersection of the south course of the Phoenix, Ariz., radio range and the northwest course of the Tucson, Ariz, radio range; Tucson, Ariz, radio range station; the intersection of the southeast course of the Tucson, Anz, radio range and the west course of the Cochise. N. Mex., radio range; Cochise, N. Mex., radio range station; Rodeo, N. Mex., radio range station; Columbus, N. Mex., radio range station; El Paso, Tex., radio range station; Salt Flat, Tex., radio range station; Wink, Tex., radio range station; Big Spring, Tex., radio range station; Abllène, Tex., radio range station; Fort Worth, Tex., radio range station; Texarkana, Ark., radio range station; Memphis, Tenn., radio range station; Jack's Creek, Tenn., radio range station; Nashville, Tenn., radio range station; the intersection of the northeast course of the Nashville, Tenn., radio range and the northwest course of the Smithville, Tenn., radio range: Smithville, Tenn., radio range station; the mtersection of the east course of the Smithville, Tenn., radio range and the west course of the Knoxville, Tenn., radlo range, excluding that portion which lies more than two miles north of the west course of the Knoxville, Tenn., radio range between the intersection of the east course of the Smithville, Tenn., radio range and the west course of the Knoxville, Tenn., radio range and a point thirteen miles west of the Knoxville, Tenn., radio range station; Knoxville, Tenn., radio range station; Tri-City,

Tenn., radio range station; Pulaski, Va., radio range station; Roanoke, Va., radio range station; Gordonsville, Va., radio range station; the intersection of the northeast course of the Gordonsville, Va., radio range and the south course of the Washington, D. C., radio range; a point at latitude 38°41′50″ longitude 76°51′47″ the Millville, N. J., radio range station; the intersection of the northeast course of the Millville, N. J., radio range and the southwest course of the Mitchell Field, N. Y. (Army) radio range; the Mitchell Field, N. Y. (Army) radio range station; the intersection of the northeast course of the Mitchell Field, N. Y. (Army) radio range and the southwest course of the Boston, Mass., radio range to the intersection of the southwest course of the Boston, Mass., radio range and the southeast course of the Westfield, Mass., radio range.

(6) Green civil airway No. 6 (Alice, Tex., to Norfolk, Va.) From the Alice, Tex., radio range station via the Corpus Christi, Tex., radio range station, excluding that portion which lies more than two miles south of the east course of the Alice, Tex., radio range station, between the Alice, Tex., radio range station and the Corpus Christi, Tex., radio range station; Palacios, Tex., radio range station; Houston, Tex., radio range station; Beaumont, Tex., radio range station; Lake Charles, La., radio range station; New Orleans, La., radio range station; Mobile, Ala., radio range station; Maxwell Field, Ala., radio range station; the intersection of the east course of the Maxwell Field, Ala., radio range and the southwest course of the Atlanta, Ga., radio range; Atlanta, Ga., radio range station; Spartanburg, S. C., radio range station; the intersection of the northeast course of the Spartanburg, S. C., radio range and the west course of the Charlotte, N. C., radio range; the intersection of the north course of the Charlotte, N. C., radio range and the southwest course of the Greensboro, N. C., radio range; Greensbore N. C., radio range station; Blackstone, Va., radio range station; the intersection of the northeast course of the Blackstone, Va., radio range and the southwest course of the Richmond, Va., radio range; Richmond, Va., radio range station; and the Norfolk, Va., radio range station to the Municipal Airport, Norfolk, Va.

(7) Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska) From the Nome, Alaska, radio range station via the Moses Point, Alaska, radio range station; the Galena, Alaska, radio range station; the intersection of the east course of the Galena, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range to the Fairbanks, Alaska, radio range station.

(8) Green civil airway No. 8 (Attu, Alaska, to Northway, Alaska). From the Attu (Casco) Alaska, radio range station via the Shemya, Alaska, radio range station; Adak, Alaska, radio range station; the intersection of the northeast course of the Adak, Alaska, radio range and the west course of the Atka, Alaska, radio range; the Atka, Alaska, radio range; the Atka, Alaska, radio range station; Umnak (North Shore), Alaska,

radio range station; the intersection of the northeast course of the Umnak (North Shore) Alaska, radio range and the west course of the Cold Bay (Randall), Alaska, radio range; Cold Bay (Randall), Alaska, radio range station; Heiden, Alaska, radio range station; Naknek, Alaska, radio range station; the intersection of the northeast course of the Naknek, Alaska, radio range and the southwest course of the Homer, Alaska, radio range; Homer, Alaska, radio range station; Kenai, Alaska, radio range station; Anchorage, Alaska, radio range station; the intersection of the northeast course of the Anchorage, Alaska, radio range and the southwest course of the Gulkana, Alaska, radio range; Gulkana, Alaska, radio range station and the intersection of the northeast course of the Gulkana, Alaska, radio range and the southwest course of the Northway, Alaska, radio range to the Northway, Alaska, radio range station.

(b) Amber civil airways-(1) Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska) From the intersection of the southeast course of the San Diego, Calif., radio range and the United States-Mexican Border via the San Diego, Calif., radio range station; the intersection of the northwest course of the San Diego, Calif., radio range and the southeast course of the Long Beach, Calif., radio range and the Long Beach, Calif., radio range station to the Los Angeles, Calif., radio range station. From the intersection of the north course of the Los Angeles. Calif., radio range and the southwest course of the Palmdale, Calif., radio range via the Bakersfield, Calif., radio range station; Fresno, Calif., radio range station and the intersection of the northwest course of the Fresno, Calif., radio range and the southeast course of the Oakland, Calif., radio range to the Oakland, Calif., radio range station. From the intersection of the northeast course of the Oakland, Calif., radio range and the south course of the Williams, Calif., radio range via the Williams, Calif., radio range station; Red Bluff, Calif., radio range station; Fort Jones, Calif., radio range station; Medford, Oreg., radio range station; Eugene, Oreg., radio range station; Portland, Oreg., radio range station; Toledo, Wash., radio range station; Seattle, Wash., radio range station; Everett, Wash., radio range station; the intersection of the north course of the Everett, Wash., radio range and the southeast course of the Bellingham, Wash., radio range and the Bellingham, Wash., radio range station to the intersection of the northwest course of the Bellingham, Wash., radio range and the United States-Canadian Border. From the intersection of the south course of the Annette Island, Alaska, radio range and the United States-Canadian Border via the Annette Island, Alaska, radio range station; the intersection of the west course of the Annette Island, Alaska radio range and the southeast course of the Sitka (Biorka Island) Alaska, radio range; Sitka (Biorka Island), Alaska, radio range station; Yakutat, Alaska, radio range station; Yakataga, Alaska, radio

range station; the intersection of the west course of the Yakataga, Alaska, radio range and the southeast course of the Cordova (Hinchinbrook Island), Alaska, radio range; Cordova (Hinchinbrook Island), Alaska, radio range station; the intersection of the northwest course of the Cordova (Hinchinbrook Island) Alaska, radio range and the southeast course of the Anchorage, Alaska, radio range station; Skwentna, Alaska, radio range station; Farewell, Alaska, radio range station; McGrath, Alaska, radio range station and the Unalakleet, Alaska, radio range station to the Nome, Alaska, radio range station to the Nome, Alaska, radio range station.

Alaska, radio range station. (2) Amber civil airway No. 2 (Long Beach, Calif., to Fairbanks, Alaska)
From the Long Beach, Calif., radio range station to the intersection of the northeast course of the Long Beach, Calif., radio range and the east course of the Los Angeles, Calif., radio range. From the Daggett, Calif., radio range station via the Silver Lake, Calif., radio range station; Las Vegas, Nev., radio range station: the intersection of the northeast course of the Las Vegas, Nev., radio range and the southwest course of the Enterprise, Utah, radio range; Enterprise, Utah, radio range station; Milford, Utah; radio range station; Delta, Utah, radio range station; Fairfield, Utah, radio range station; the intersection of the northeast course of the Fairfield, Utah, radio range and the south course of the Salt Lake City, Utah, radio range; Salt Lake City, Utah, radio range station; Ogden, Utah, radio range station; Malad City, Idaho, radio range station; Pocatello, Idaho, radio range station; the Idaho Falls, Idaho, radio range station; DuBois, Idaho, radio range station; Dillon, Mont., radio range station; Whitehall, Mont., radio range station; Helena, Mont., radio range station; the intersection of the north course of the Helena, Mont., radio range and the southwest course of the Great Falls, Mont., radio range; Great Falls, Mont., radio range station and the Cut Bank, Mont., radio range station to the intersection of the northwest course of the Cut Bank, Mont., radio range and the United States-Canadian Border. From the intersection of the northwest course of the Snag, Yukon Territory, radio range and the United States-Canadian Border via the Northway, Alaska, radio range station; the Tanacross, Alaska, radio range station; Big Delta, Alaska, radio range station and the intersection of the northwest course of the Big Delta, Alaska, radio range and the south course of the Fairbanks, Alaska, radio range to the Fairbanks, Alaska, radio range station.

(3) Amber civil airway No. 3 (El Paso, Tex., to Great Falls, Mont.) From the intersection of the west course of the El Paso, Tex., radio range and the south course of the Engle, N. Mex., radio range via the Engle, N. Mex., radio range station; to the Albuquerque, N. Mex., radio range station. From the intersection of the east course of the Otto, N. Mex., radio range and the southwest course of the Las Vegas, N. Mex., radio range, via the Las Vegas, N. Mex., radio range station;

the intersection of the northeast course of the Las Vegas, N. Mex., radio range and the south course of the Trimdad, Colo., radio range; Trinidad, Colo., radio range station; Pueblo, Colo., radio range station; the intersection of the north course of the Pueblo, Colo., radio range and the south course of the Denver, Colo., radio range; Denver, Colo., radio range station; Cheyenne, Wyo., radio range station: the intersection of the north course of the Cheyenne, Wyo., radio range and the southeast course of the Douglas, Wyo., radio range; Douglas, Wyo., radio range station; the intersection of the northwest course of the Douglas, Wyo., radio range and the east course of the Casper, Wyo., radio range; Casper, Wyo., radio range station; the intersection of the north course of the Casper, Wyo., radio range and the southeast course of the Sheridan, Wyo., radio range; Sheridan, Wyo., radio range station; Billings, Mont., radio range station; the intersection of the northwest course of the Billings, Mont., radio range and the southeast course of the Lewistown, Mont., radio range and the Lewistown, Mont., radio range station; to the Great Falls, Mont., radio range station.

(4) Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.) From the Municipal Airport, Brownsville, Tex., via the Brownsville, Tex., radio range station: the intersection of the northwest course of the Brownsville, Tex., radio range and the south course of the Alice, Tex., radio range; the Alice, Tex., radio range station; the intersection of the north course of the Alice. Tex., radio range and the south course of the Alamo radio range, San Antonio, Tex., the Alamo radio range station, San Antonio, Tex.; the intersection of the north course of the Alamo radio range, San Antonio, Tex., and the southwest course of the Austin, Tex., radio range; Austin, Tex., radio range station; Waco, Tex., radio range station; the intersection of the northwest course of the Waco. Tex., radio range and the south course of the Fort Worth, Tex., radio range; Fort Worth, Texas., radio range station; the intersection of the north course of the Fort Worth, Tex., radio range and the south course of the Oklahoma City, Okla., radio range; Oklahoma City, Okla., radio range station; the intersection of the east course of the Oklahoma City, Okla., radio range and the southwest course of the Tulsa, Okla., radio range; Tulsa, Okla., radio range station; the intersection of the northeast course of the Tulsa, Okla., radio range and the south course of the Chanute, Kans., radio range; Chanute, Kans., radio range station; the intersection of the northeast course of the Chanute, Kans., radio range and the southwest course of the Kansas City, Mo., radio range; Kansas City, Mo., radio range station; St. Joseph, Mo., radio range station; Omaha, Nebr., radio range station; Sioux City, Iowa, radio range station; Sioux Falls, S. Dak., radio range station; Huron, S. Dak., radio range station; the Aberdeen, S. Dak. Municipal Airport, the Bismarck, N. Dak., radio range station and the intersection of the north course of the Bismarck, N. Dak., radio range and the southeast course of the Minot, N. Dak., radio range to the Minot, N. Dak., radio range station.

(5) Amber civil airway No. 5 (New Orleans, La., to Milwaukce, Wis.) From the New Orleans, La., radio range station, via the Jackson, Miss., radio range station; Greenwood, Miss., radio range station; Memphis, Tenn., radio range station; Advance, Mo., radio range s tion; the intersection of the northwest course of the Advance, Mo., radio range and the south course of the St. Louis. Mo., radio range; St. Douls, Mo., radio range station; the intersection of the north course of the St. Louis, Mo., radio range and the southwest course of the Springfield, Ill., radio range; Springfield, Ill., radio range station; the Joliet, Ill., radio range station; the intersection of the northeast course of the Joliet, III., radio range and the southwest course of the Chicago, Ill., radio range; Chicago, Ill., radio range station, and the intersection of the northwest course of the Chicago, Ill., radio range and the south course of the Milwaukee, Wis., radio range; to the Milwaukee, Wis., radio

range station. (6) Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border). From the Jacksonville, Fla., radio range station; via the Alma, Ga., radio range station; Macon, Ga., radio range station; Atlanta, Ga., radio range station; Chattanooga, Tenn., radio range station; Nashville, Tenn., radio range station; the intersection of the northwest course of the Nashville, Tenn., radio range and the southwest course of the Bowling Green, Ky., radio range; Bowling Green, Ky., radio range station; the intersection of the northeast course of the Bowling Green, Ky., radio range and the south course of the Louisville, Ky., radio range; Louisville, Ky., radio range station; the Cincinnati, Ohio, radio range station and the intersection of the northwest course of the Cincinnati. Ohio. radio range and the southwest course of the Dayton, Ohio, radio range to the Dayton, Ohio, radio range station. From the Columbus, Ohio, radio range station to the intersection of the northeast course of the Columbus, Ohlo, radio range and the west course of the Cleveland, Ohio, radio range. From the intersection of the east course of the Cleveland, Ohio, radio range and the southwest course of the Clear Creek, Ontario, radio range to the intersection of the southwest course of the Clear Creek, Ontario, radio range and the United States-Canadian Border.

(7) Amber civil airway No. 7 (Key West, Fla., to Caribou, Maine) From the Key West, Fla., radio range station via a point at latitude 24°51'20", longitude 80°40'20", Miami, Fla., radio range station; the intersection of the north course of the Miami, Fla., radio range and the southeast course of the Melbourne, Fla., radio range; Melbourne, Fla., radio range station; Daytona Beach, Fla., radio range station; Jacksonville, Fla., radio range station; Savannah, Ga., radio range station; Charleston, S. C., radio range station; the intersection of the northeast course of the Charleston, S. C., radio

range and the southeast course of the Florence, S. C., radio range; Florence, S. C., radio range station; the intersection of the northeast course of the Florence, S. C., radio range and the south course of the Raleigh, N. C., radio range; Raleigh, N. C., radio range station; Richmond, Va., radio range station; the intersection of the north course of the Richmond, Va., radio range and the south course of the Washington, D. C., radio range; the Washington, D. C., radio range station; the intersection of the northeast course of the Washington, D. C., radio range and the southwest course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station; Newark, N. J., radio range station; the intersection of the northeast course of the Newark, N. J., radio range and the northeast course of the New York, N. Y. (La-Guardia), radio range; Hartford, Conn., radio range station; the intersection of the northeast course of the Hartford, Conn., radio range and the west course of the Boston, Mass., radio range; Boston, Mass., radio range station; the intersection of the northeast course of the Boston, Mass., radio range and the southwest course of the Portland, Maine, radio range: Portland, Maine, radio range station; Augusta, Maine, radio range station; the intersection of the northeast course of the Augusta, Maine, radio range and the southwest course of the Bangor, Maine, radio range; Bangor, Maine, radio range station; the intersection of the northwest course of the Bangor, Maine. radio range and the southwest course of the Millinocket, Maine, radio range; Millinocket, Maine, radio range station; Presque Isle, Maine, radio range station: to the Municipal Airport, Caribou, Maine.

(8) Amber civil arway No. 8 (Los Angeles, Calif., to The Dalles, Oreg.). From the Los Angeles, Calif., radio range station via the Santa Barbara, Calif., radio range station; Hancock Army Air Base, Santa Maria, Calif., a point of latitude 35°48'15" north and longitude 120°39' west; Salinas, Calif., radio range station/ and San Jose, Calif., airport to the San Francisco, Calif., radio range station. From the Red Bluff, Calif., radio range station via the Whitmore, Calif., radio range station; the intersection of the northeast course of the Whitmore, Calif., radio range and the south course of the Klamath Falls, Oreg., radio range; the Klamath Falls, Oreg., radio range station; the intersection of the north course of the Klamath Falls, Oreg., radio range and the southwest course of the Redmond, Oreg., radio range and the Redmond, Oreg., radio range station to The Dalles, Oreg., radio range station.

(c) Red civil arrays—(1) Red cavil array No. 1 (Portland, Oreg. to Kansas City, Mo.). From the Portland, Oreg., radio range station via the intersection of the east course of the Portland, Oreg., radio range and the northwest course of The Dalles, Oreg., radio range; The Dalles, Oreg., radio range station; Pendleton, Oreg., radio range station; Base, Idaho, radio range station; the intersection of the southeast course of the Boisa, Idaho, radio range and the northwest

course of the Burley, Idaho, radio range; the Burley, Idaho, radio range station; Malad City, Idaho, radio range station and the intersection of the southeast course of the Malad City, Idaho, radio range and the north course of the Fort Bridger, Wyo., radio range to the Fort Bridger, Wyo., radio range station. From the intersection of the northwest course of the Laramie, Wyo., radio range and the northwest course of the Cheyenne, Wyo., radio range via the Laramie, Wyo., radio range station to the intersection of the southeast course of the Laramie, Wyo., radio range and the north course of the Denver, Colo., radio range. From the Akron, Colo., radio range station via the Salina, Kans., radio range station and the center of the city of McFarland, Kans., to the Kansas City, Mo., radio range station.

(2) Red civil airway No. 2 (Butte, Mont., to Rapid City, S. Dak.) From From the Butte, Mont., radio range station via the Whitehall, Mont., radio range station to the Bozeman, Mont., radio range station. From the intersection of the southeast course of the Sheridan, Wyo., radio range and the north course of the Casper, Wyo., radio range via the intersection of the southeast course of the Sheridan, Wyo., radio range and the west course of the Rapid City, E. Dak., radio range to the Rapid City, S. Dak., radio

range station.

(3) Red civil airway No. 3 (Philipsburg, Pa., to Hartford, Conn.) From the Philipsburg, Pa., radio range station to the Harrisburg, Pa., radio range station. From the Philadelphia, Pa., radio range station via the intersection of the northeast course of the Philadelphia, Pa., radio range and the southwest course of the New York, N. Y. (New York, LaGuardia Field) radio range to the intersection of the east course of the Allentown, Pa., radio range and the southwest course of the New York, N. Y. (New York, La-Guardia) radio range. From the New York, N. Y. (New York, LaGuardia Field) radio range station to the intersection of the northeast course of the New York, N. Y. (New York, LaGuardia Field) radio range and the northeast course of the Newark, N. J., radio range.

(4) Red civil airway No. 4 (Otto, N. Mex., to Las Vegas, N. Mex.) From the Otto, N. Mex., radio range station via the Santa Fe, N. Mex., Municipal Airport to the Las Vegas, N. Mex., radio range

station.

Red civil airway No. 5 (Sioux Falls, S. Dak., to St. Paul, Minn.) From the Sioux Falls, S. Dak., radio range station, via the Minneapolis, Minn., radio range station to the St. Paul Airport, St. Paul,

(6) Red civil airway No. 6 (Las Vegas, Nev., to Omaha, Nebr.) From the intersection of the northeast course of the Las Vegas, Nev., radio range and the southwest course of the St. George Utah, VHF radio range via the St. George. Utah, VHF radio range station; the Bryce Canyon, Utah, VHF radio range station; the Hanksville, Utah, VHF radio range station; the intersection of the northeast course of the Hanksville, Utah. VHF radio range and the southwest course of the Grand Junction, Colo., VHF

radio range; the Grand Junction, Colo., VHF radio range station; the intersection of the northeast course of the Grand Junction, Colo., VHF radio range and the southwest course of the Eagle, Colo., VHF radio range; the Eagle, Colo., VHF radio range station; the intersection of the northeast course of the Eagle, Colo., VHF radio range and the west course of the Denver, Colo., VHF radio range to the Denver, Colo., VHF radio range sta-tion. From the Denver, Colo., radio range station via the Akron, Colo., radio range station; The Hayes Center, Nebr., radio range station; the Grand Island, Nebr., radio range station; and the Lincoln, Nebr., radio range station to the Omaha, Nebr., radio range station.

(7) Red civil airway No. 7 (Atlanta, Ga., to Greensboro, N. C.) From the intersection of the south course of the Greenville, S. C., radio range and the southwest course of the Spartanburg, S. C., radio range, via the Greenville, S. C., radio range station to the intersection of the east course of the Greenville, S. C., radio range and the southwest course of the Spartanburg, S. C., radio range. From the intersection of the northeast course of the Spartanburg, S. C., radio range and the west course of the Charlotte, N. C., radio range, via the Charlotte, N. C., radio range station to the intersection of the north course of the Charlotte, N. C., radio range and the southwest course of the Greensboro, N. C., radio range. From the intersection of the southwest course of the Greensboro, N. C., radio range and the southeast course of the Winston-Salem, N. C., radio range via the Winston-Salem, N. C., radio range station and the Winston-Salem, N. C., Municipal Airport to the Greensboro, N. C., radio range station.

(8) Red civil airway No. 8 (Altoona, i., to Wilkes-Barre, Pa.) From the Pa., to Wilkes-Barre, Pa.) intersection of the southwest course of the Elmira, N. Y., radio range and the west course of the Williamsport, Pa., radio range via the Williamsport, Pa., radio range station to the intersection of the east course of the Williamsport, Pa., radio range and the southwest course of the Wilkes-Barre, Pa., radio range.

(9) Red civil airway No. 9 (San Diego, Calif., to Winslow, Ariz.) From the San Diego. Calif., radio range station via the El Centro, Calif., radio range station; Yuma, Arız., radio range station and the Gila Bend, Arız., radio-range station to the intersection of the east course of the Gila Bend, Arız., radio range and the northwest course of the Tucson, Ariz., radio range. From the Phoenix, Ariz., radio range station to the Winslow, Ariz., radio range station.

(10) Red civil airway No. 10 (Trinidad, Colo., to Charleston, S. C.) From the Trinidad, Colo., radio range station via the Amarillo, Tex., radio range station and the Wichita Falls, Tex., radio range station to the intersection of the southeast course of the Wichita Falls, Tex., radio range and the north course of the Fort Worth, Tex., radio range. From the intersection of the south course of the Fort Worth, Tex., radio range station and the west course of the Dallas, Tex., radio range station via the Dallas, Tex.,

radio range station; Shreveport, La., radio range station; Monroe, La., radio range station; Jackson, Miss., radio range station; Meridian, Miss., radio range station and the Birmingham, Ala., radio range station to the intersection of the southeast course of the Birmingham. Ala., radio range and the southwest course of the Atlanta, Ga., radio range. From the intersection of the northeast course of the Atlanta, Ga., radio range and the northwest course of the Augusta, Ga., radio range via the Augusta, Ga., radio range station to the Charleston,

S. C., radio range station.

(11) Red civil airway No. 11 (Tulsa, Okla., to Boston, Mass.) From the Tulsa, Okla., radio range station via Springfield, Mo., radio range station and the Vichy, Mo., radio range station to the intersection of the northeast course of the Vichy. Mo., radio range and the west course of the St. Louis, Mo., radio range. From the intersection of the east course of the St. Louis, Mo., radio range and the west course of the Evansville, Ind., radio range via the Evansville, Ind., radio range station; Louisville, Ky., radio range station and the intersection of the east course of the Louisville, Ky., radio range and the southwest course of the Huntington, W Va., radio range to the Huntington, W Va., radio range station. From the Elmira, N. Y., radio range station via the Albany, N. Y., radio range station to the Boston, Mass., radio range station.

(12) Red civil airway No. 12 (Kansas City, Mo., to Detroit, Mich.) From the intersection of the northeast course of the Kansas City, Mo., radio range and the west course of the Columbia, Mo., radio range via the Kirksville, Mo., radio range station; Burlington, Iowa, radio range station; the intersection of the east course of the Moline, Ill., radio range and the southwest course of the Chicago, Ill., radio range and the intersection of the southeast course of the Rockford, Ill., radio range and the southwest course of the Chicago, Ill., radio range to the Chicago, Ill., radio range station. From the Chicago, Ill., radio range station via the South Bend, Ind., radio range station to the Romulus, Mich., radio range station.

(13) Red civil arrway No. 13 (Sunbury, Pa., to Boston, Mass.) From the intersection of the east course of the Philipsburg, Pa., radio range and the southwest course of the Wilkes-Barre, Pa., radio range via the Wilkes-Barre, Pa., radio range station; Stewart Field, N. Y., radio range station; New Hacksensack, N. Y., radio range station; Hartford, Conn., radio range station and the Providence, R. I., radio range station to the intersection of the northeast course of the Providence, R. I., radio range and the southwest course of the Boston, Mass., radio range.

(14) Red civil airway No. 14 (Lone Rock, Wis., to Louisville, Ky.) From the Lone Rock, Wis., radio range station via the Rockford, Ill., radio range station to the Joliet, Ill., radio range station. From the Chicago, Ill., radio range station via the intersection of the southeast course of the Chicago, Ill., radio range and the west course of the Goshen, Ind., radio range; Indianapolis, Ind., radio range station to the Louisville, Ky., radio range station.

(15) Red civil airway No. 15 (Las Vegas, Nev., to Gila Bend, Anz.). From the Las Vegas, Nev., radio range station via the Kingman, Ariz., Municipal Airport to a point at 34°47' north and 113°34' west. From the Prescott, Ariz., radio range station via the intersection of the southeast course of the Prescott. Arız., radio range and the northwest course of the Phoenix, Ariz., radio range to the Phoenix, Ariz. radio range station. From the intersection of the west course of the Phoenix, Ariz., radio range and the north course of the Gila Bend, Anz. radio range to the Gila Bend, Arız., radio range station.

(16) Red civil arrway No. 16 (Augusta, Ga., to Florence, S. C.) From the Augusta, Ga., radio range station, via the Columbia, S. C., radio range station; the intersection of the east course of the Columbia, S. C., radio range and the southwest course of the Florence, S. C., radio range to the Florence, S. C., radio

range station.

(17) Red civil airway No. 17 (Fort Wayne, Ind., to Baltimore, Md.) From the Fort Wayne, Ind., radio range station via the center of the city of Findlay, Ohio, and the center of the city of Hayesville, Ohio, to the Pittsburgh, Pa., radio range station. From the Martinsburg, W. Va., radio range station to the Balti-

more, Md., radio range station.

(18) Red civil airway No. 18 (Indianapolis, Ind., to Washington, D. C.) From the intersection of the east course of the Indianapolis, Ind., radio range and the northwest course of the Cincinnati. Ohio, radio range; to the intersection of the northwest course of the Cincinnati, Ohio, radio range and the southwest course of the Dayton, Ohio, radio range. From the Cincinnati, Ohio, radio range station, via the intersection of the southeast course of the Cincinnati, Ohio, radio range and the northwest course of the Huntington, W. Va., radio range; Huntington, W Va., radio range station; Charleston, W Va., radio marker station; Elkins, W. Va., radio range station; and the Front Royal, Va., radio range station; to the intersection of the east course of the Front Royal, Va., radio range and the northwest course of the Washington, D. C., radio range.

(19) Red civil airway No. 19 (Washington, D. C., to Grand Rapids, Mich.) From the intersection of the west course of the Front Royal, Va., radio range and the southeast course of the Morgantown, W. Va., radio range via the Morgantown, W. Va., radio range station to the intersection of the northwest course of the Morgantown, W. Va., radio range and the west course of the Pittsburgh, Pa., radio range. From the Dayton, Ohio, radio range station via the Fort Wayne, Ind., radio range station; to the intersection of the northwest course of the Fort Wayne, Ind., radio range and the east course of the Goshen, Ind., radio range. From the Goshen, Ind., radio range station via the intersection of the north course of the Goshen, Ind., radio range and the southwest course of the Grand Rapids, Mich., radio range to the Grand Rapids, Mich., radio range station.

(20) Red civil airway No. 20 (Lansing, Mich., to Chincotcague Island, Va.) From the Lansing, Mich., radio range station via the intersection of the northwest course of the Romulus, Mich., radio range and the northwest course of the Selfridge Field, Mich., radio range and the intersection of the northwest course of the Windsor, Ontario, Canada, radio range and the northwest course of the o Selfridge Field, Mich., radio range to the intersection of the northwest course of the Windsor, Ontario, Canada, radio range and the United States-Canadian From the intersection of the Border. northwest course of the Cleveland, Ohio, radio range and the United States-Canadian Border via the Cleveland, Ohio. radio range station and the Akron, Ohio, radio range station to the intersection of the southeast course of the Cleveland, Ohio, radio range and the west course of the Pittsburgh, Pa., radio range. From the Pittsburgh, Pa., radio range station via the intersection of the southeast course of the Pittsburgh, Pa., radio range and the northwest course of the Washington, D. C., radio range; the Washington, D. C., radio range station to the intersection of the southeast course of the Washington, D. C., radio range and the northeast course of the Norfolk, Va., radio range, excluding that portion which lies more than three miles north of the southeast course of the Washington, D. C., radio range between the intersection of the southeast course of the Washington, D. C., radio range and the south course of the Baltimore, Md., radio range and the intersection of the southeast course of the Washington, D. C., radio range and the northeast course of the Patuxent River, Md. (Navy), radio

(21) Red civil airway No. 21 (Lansing, Mich., to Newark, N. J.). From the Lansing, Mich., radio range station to the intersection of the southeast course of the Lansing, Mich., radio range and the west course of the Romulus, Mich., radio range. From the Romulus, Mich., radio range station to the intersection of the southeast course of the Romulus, Mich., radio range and the west course of the Cleveland, Ohio, radio range. From the intersection of the west course of the Cleveland, Ohio, radio range and the northwest course of the Akron, Ohio, radio range via the Akron, Ohio, radio range station; Pittsburgh, Pa., radio range station; the intersection of the northeast course of the Pittsburgh, Pa., radio range and the north course of the Altoona, Pa., radio range to the Sunbury, Pa., radio marker station. From the intersection of the northeast course of the Allentown, Pa., radio range and the west course of the Newark, N. J., radio range to the Newark, N. J., radio range station.

(22) Red civil airray No. 22 (United States-Canadian Border to Buffalo, N. Y.). From the intersection of the west course of the Buffalo, N. Y., radio range and the United States-Canadian Border to the Buffalo, N. Y., radio range station.

(23) Red civil airway No. 23 (United States-Canadian Border to New York, N. Y.). From the intersection of the southeast course of the Toronto, On-

tario, radio range and the United States-Canadian Border, via the intersection of the southeast course of the Toronto, Ontario, radio range and the northeast course of the Buffalo, N. Y., radio range; the intersection of the east course of the Buffalo, N. Y., radio range and the northwest course of the Elmira, N. Y., radio range; the Elmira, N. Y., radio range; the Elmira, N. Y., radio range station; the New York, N. Y. (LaGuardia Field) radio range station to the intersection of the east course of the New York, N. Y. (LaGuardia) radio range and the northeast course of the Mitchel Field, N. Y. (Army) radio range.

(24) Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.) From the Amarillo, Tex., radio range station via the intersection of the east course of the Amarillo, Tex., radio range and the southwest course of the Oklahoma City, Okla., radio range to the Oklahoma City, Okla., radio range sta-

tion.

(25) Red civil airway No. 25 (Tallahassee, Fla., to Miami, Fla.) From the intersection of the east course of the Tallahassee, Fla., radio range and the northwest course of the Cross City, Fla., radio range via the Cross City, Fla., radio range station; the intersection of the southeast course of the Cross City. Fla., radio range and the north course of the Tampa, Fla., radio range; Tampa, Fla., radio range station; Fort Myers, Fla., radio range station and the intersection of the southeast course of the Fort Myers, Fla., radio range and the west course of the Miami, Fla., radio range to the Miami, Fla., radio range station.

(26) Red civil airway No. 26 (Syracuse, N. Y. to New York, N. Y.) From the Syracuse, N. Y., radio range station via the Wilkes-Barre, Pa., radio range station to the intersection of the southeast course of the Wilkes-Barre, Pa., radio range and the west course of the Allen-

town, Pa., radio range.

(27) Red civil arrway No. 27 (Knox-ville, Tenn., to Detroit, Mich.). From the Knoxville, Tenn., radio range station via a point located at latitude 36°25′ north and longitude 38°50′ west and the center of the city of Lexington, Ky., to the Cincinnati, Ohio, radio range station. From the intersection of the northeast course of the Dayton, Ohio, radio range and the west course of the Columbus, Ohio, radio range via the Toledo, Ohio, radio range station to the intersection of the north course of the Toledo, Ohio, radio range and the west course of the Romulus, Mich., radio range.

(28) Red civil arrivay No. 28 (Rockford, III., to Grand Rapids, Mich.) From the Rockford, III., radio range station to the intersection of the southeast course of the Rockford, III., radio range and the south course of the Milwaukee, Wis., radio range. From the Chicago, III., radio range station, via the intersection of the northeast course of the Chicago, III., radio range and the southwest course of the Grand Rapids, Mich., radio range to the Grand Rapids, Mich., radio range

station.

(29) Red civil arway No. 29 (Rochester, N. Y., to Baltimore, Md.) From the intersection of the southwest course of the Rochester, N. Y., radio range and the

east course of the Buffalo, N. Y., radio range to the intersection of the southwest course of the Rochester, N. Y., radio range and the northwest course of the Elmira, N. Y., radio range. From the intersection of the southeast course of the Elmira, N. Y., radio range and the north course of the Williamsport, Pa., radio range via the Williamsport, Pa., radio range station and the Harrisburg, Pa., radio range station; the Baltimore, Md., radio range station to the intersection of the south course of the Baltimore, Md., radio range and the southeast course of the Washington, D. C., radio range, excluding that portion which lies more than two miles east of the south course of the Baltimore, Md., radio range between the intersection of the south course of the Baltimore, Md., radio range and the southern boundary of Red civil airway No. 45 and the intersection of the south course of the Baltimore, Md., radio range and the southeast course of the Washington, D. C., radio range.

(30) Red civil airway No. 30 (Mobile, Ala., to Jacksonville, Fla.) From the Mobile, Ala., radio range station via the Crestview, Fla., radio range station, excluding that portion which lies more than two miles on either side of the west course of the Crestview, Fla., radio range between the intersection of the northwest course of the Pensacola, Fla., radio range and the west course of the Crestview. Fla., radio range and the intersection of the northeast course of the Pensacola, Fla., radio range and the west course of the Crestview, Fla., radio range; the intersection of the east course of the Crestview, Fla., radio range and the northwest course of the Tallahassee, Fla., radio range; the Tallahassee, Fla., radio range station to the Jacksonville, Fla.,

radio range station. (31) Red civil airway No. 31 (Cheyenne, Wyo., to Minneapolis, Minn.) From the intersection of the east course of the Cheyenne, Wyo., radio range, and the southwest course of the Scottsbluff, Nebr., radio range, via the Scottsbluff, Nebr., radio range station; the intersection of the northeast course of the Scottsbluff, Nebr., radio range and the south course of the Rapid City, S. Dak., radio range; Rapid City, S. Dak., radio range station; Pierre, S. Dak., radio range station; the intersection of the east course of the Pierre, S. Dak., radio range and the southwest course of the Huron, S. Dak., radio range; Huron, S. Dak., radio range station; Watertown, S. Dak., radio range station and the Willmar, Minn., Municipal Airport to a point located at 45°00' north latitude and 93°27' west longitude.

(32) Red civil airway No. 32 (Laredo, Tex., to Houston, Tex.) From the Laredo, Tex., radio range station via the intersection of the northeast course of the Laredo, Tex., radio range and the southwest course of the San Antonio, Tex. (Kelly) radio range; San Antonio, Tex. (Kelly) radio range station to the intersection of the northeast course of the San Antonio, Tex. (Kelly) radio range and the west course of the San Antonio, Tex. (Alamo) radio range. From the Austin, Tex., radio range station via the intersection of the southeast

course of the Austin, Tex., radio range and the northwest course of the Richmond, Tex., radio range and the Richmond, Tex., radio range station to the intersection of the southeast course of the Richmond, Tex., radio range and the southwest course of the Houston, Tex., radio range.

(33) Red civil airway No. 33 (Richmond, Va., to New Hackensack, N. Y.) From the Richmond, Va., radio range station via the Gordonsville, Va., radio range station; the Arcola, Va., radio range station; the intersection of the northeast course of the Arcola, Va., radio range and the southwest course of the Allentown, Pa., radio range; the Allentown, Pa., radio range station to the Stewart Field, N. Y., radio range station.

(34) Red civil airway No. 34 (Pulaski, Va., to Raleigh, N.C.). From the Pulaski, Va., radio range station to the Greensboro, N. C., radio range station. From the intersection of the northeast course of the Greensboro, N. C., radio range and the northwest course of the Raleigh, N. C., radio range station.

(35) Red civil atrway No. 35 (Pueblo, Colo., to Wichita, Kans.) From the Pueblo, Colo., radio range station, via the La Junta, Colo., radio range station; Garden City, Kans., radio range station; Hutchinson, Kans., radio range station; the intersection of the east course of the Hutchinson, Kans., radio range and the north course of the Wichita, Kans., radio range, to the Wichita, Kans., radio range station.

(36) Red civil airway No. 36 (Rochester, Minn., to La Crosse, Wis.) From the Rochester, Minn., radio range station, to the intersection of the northeast course of the Rochester, Minn., radio range and the northwest course of the La Crosse, Wis., radio range.

(37) Red civil airway No. 37 (Dallas, Tex., to Washington, D. C.) From the intersection of the northwest course of the Tyler, Tex., radio range and the east course of the Dallas, Tex., radio range via the Tyler, Tex., radio range station to the intersection of the northeast course of the Tyler, Tex., radio range and the west course of the Shreveport, La., radio range. From the intersection of the northeast course of the Texarkana, Ark., radio range and the southwest course of the Little Rock, Ark., radio range via the Little Rock, Ark., radio range station; the Stuttgart, Ark., radio range station to the intersection of the east course of the Stuttgart, Ark., radio range and the west course of the Memphis, Tenn., radio range. From the Roanoke, Va., radio range station via the Lynchburg, Va., radio range station to the Gordonsville, Va., radio range station. From the intersection of the south course of the Quantico, Va. (Navy) radio range and the southwest course of the Washington, D. C., radio range via the Quantico, Va. (Navy) radio range station to the intersection of the north course of the Quantico, Va. (Navy) radio range and the northwest course of the Washington, D. C., radio range, excluding that portion which lies more than two miles west of the north course of the Quantico, Va. (Navy) radio range between the range

station and the intersection of the north course of the Quantico, Va. (Navy) radio range and the northwest course of the Washington, D. C., radio range.

(38) Red civil airway No. 38 (Big Spring, Tex., to San Antonio, Tex.) From the intersection of the southeast course of the Big Spring, Tex., radio range and the southwest course of the San Angelo, Tex., radio range via the San Angelo, Tex., radio range station to the intersection of the southeast course of the San Angelo, Tex., radio range and the southeast course of the Big Spring, Tex., radio range.

(39) Red civil airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska) From the Bethel, Alaska, radio range station via the Aniak, Alaska, radio range station; the McGrath, Alaska, radio range station; the Minchumina, Alaska, radio range station and the Nenena, Alaska, radio range station to the Fairbanks, Alaska, radio range station.

(40) Red civil arrway No. 40 (Shemya, Alaska, to Homer Alaska) From the Shemya, Alaska, radio range station via the Amchitka, Alaska, radio range station and the intersection of the east course of the Amchitka, Alaska, radio range and the southwest course of the Adak, Alaska, radio range to the Adak, Alaska, radio range station. From the Kodiak, Alaska, radio range station to the Homer, Alaska, radio range station.

(41) Red civil arrway No. 41 (Yakutat, Alaska, to Gustavus, Alaska) From the intersection of the southeast course of the Yakutat, Alaska, radio range and the southwest course of the Gustavus, Alaska, radio range to the Gustavus, Alaska, radio range station.

(42) Red civil arway No. 42 (Joliet, Ill., to LaFayette, Ind.) From the Joliet, Ill., radio range station to the intersection of the southeast course of the Joliet, Ill., radio range and the southeast course of the Chicago, Ill., radio range.

(43) Red civil arrway No. 43 (Chicago, Ill., to LaFayette, Ind.) From the intersection of the southeast course of the Chicago, Ill., radio range and the north course of the Harvey, Ill., radio range station to the intersection of the south course of the Harvey Ill., radio range and the southeast course of the Jollet, Ill., radio

(44) Red civil arrway No. 44 (Bellingham, Wash., to United States-Canadian, Border) From the Bellingham, Wash., radio range station to the intersection of the northeast course of the Bellingham, Wash., radio range and the United States-Canadian Border.

(45) Red civil airway No. 45 (Washington, D. C., to Allentown, Pa.) From the Washington, D. C., radio range station via a point located at 35°01' north latitude and 76°33'30' west longitude; the Baltimore, Md., radio range station to the intersection of the north course of the Baltimore, Md., radio range and southwest course of the Allentown, Pa., radio range.

(46) Red civil airway No. 46 (Oakland, Calif., to Sacramento, Calif.) From the intersection of the northwest course of the Oakland, Calif., radio range and the southwest course of the Fairfield-Sulsun,

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Calif., radio range via the Fairfield-Susun, Calif., radio range station to the intersection of the northeast course of the Fairfield-Susun, Calif., radio range and the northwest course of the Sacramento, Calif., radio range.

(47) Red civil airway No. 47 (Tampa, Fla., to Daytona Beach, Fla.) From the Tampa, Fla., radio range station via the Orlando, Fla., radio range station to the Daytona Beach, Fla., radio range station.

(48) Red civil arway No. 48 (Missoula, Mont., to Livingston, Mont.) From the Missoula, Mont., radio range station to the intersection of the southwest course of the Great Falls, Mont., radio range and the north course of the Helena, Mont., radio range. From the intersection of the southeast course of the Helena, Mont., radio range and the northwest course of the Bozeman, Mont., radio range via a point located at 46°15′ north latitude and 111°00′ west longitude to the Livingston, Mont., radio marker station.

(49) Red civil arway No. 49 (Elko, Nev., to Fort Bridger Wyo.) From the Elko, Nev., radio range station via the Wendover, Utah, radio range station; the intersection of the east course of the Wendover, Utah, radio range and the west course of the Salt Lake City, Utah, radio range; the Salt Lake City, Utah, radio range station; to the Fort Bridger, Wyo., radio range station.

(50) Red civil airway No. 50 (Galena, Alaska, to Fairbanks, Alaska) From the intersection of the east course of the Galena, Alaska, radio range and the southwest course of the Tanana, Alaska, radio range via the Tanana, Alaska, radio range station to the intersection of the southeast course of the Tanana, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range. From the Nenana, Alaska, radio range station to the intersection of the southeast course of the Nenana, Alaska, radio range and the northeast course of the Summit, Alaska, radio range.

(51) Red civil airway No. 51 (El Paso, Tex., to Johnson's Ranch, Tex.) From the El Paso, Tex., radio range station via a point located at 31°39' north latitude and 106°13'15" west longitude to the Johnson's Ranch, Tex.; Airport.

(52) Red civil arroay No. 52 (Memphis, Tenn., to Birmingham, Ala.) From the intersection of the northeast course of the Memphis, Tenn., radio range and the northwest course of the Muscle Shoals, Ala., radio range via the Muscle Shoals, Ala., radio range station to the intersection of the southeast course of the Muscle Shoals, Ala., radio range and the north course of the Birmingham, Ala., radio range.

(53) Red civil arway No. 53 (Joplin, Mo., to Springfield, Mo.). From the Joplin, Mo., radio range station to the intersection of the east course of the Joplin, Mo., radio range and the southwest course of the Springfield, Mo., radio range.

(54) Red civil airway No. 54 (Burley, Idaho, to Salt Lake City, Utah). From the Burley, Idaho, radio range station to a point located at 40°56' north latitude and 112°16" west longitude.

(65) Red civil airway No. 55 (Burlington, Iowa, to Jollet, Ill.). From the Burlington, Iowa, radio range station via the Peoria, Ill., radio range station to the intersection of the east course of the Peoria, Ill., radio range and the southwest course of the Jollet, Ill., radio range.

(56) [Unassigned.] (57) [Unassigned.] (58) [Unassigned.]

(59) Red civil airway No. 59 (Toledo, Ohio, to the United States-Canadian Border). From the intersection of the north course of the Toledo, Ohio, radio range and the southwest course of the Windsor, Ontario, radio range to the intersection of the southwest course of the Windsor, Ontario, radio range and the United States-Canadian Border.

(60) Red civil airway No. 60 (Oakland, Calif., to .Stockton, Calif.). From the Oakland, Calif., radio range station via the Stockton, Calif., radio range station; to the intersection of the east course of the Stockton, Calif., radio range and the southeast course of the Sacramento, Calif., radio range.

(61) Red civil airway No. 61 (Pittsburgh, Pa., to Washington, D. C.). From the intersection of the southeast course of the Pittsburgh, Pa., radio range and the northwest course of the Arcola, Va., radio range via the Arcola, Va., radio range station to the intersection of the southeast course of the Arcola, Va., radio range and the south course of the Washington, D. C., radio range.

(d) Blue civil arrways—(1) Blue civil arrway No. 1 (Pendleton, Oreg., to Spokane, Wash.) From the Pendleton, Oreg., radio range station, via the intersection of the east course of the Pendleton, Oreg., radio range and the southwest course of the Walla Walla, Wash., radio range and the Walla Walla, Wash., radio range station to the Spokane, Wash., radio range station.

(2) Blue civil airway No. 2 (Birmingham, Ala., to Erie, Pa.) From the Birmingham, Ala., radio range station via the intersection of the north course of the Birmingham, Ala., radio range and the southwest course of the Chattanooga, Tenn., radio range, via the Chattanooga, Tenn., radio range station to the intersection of the northeast course of the Chattanooga, Tenn., radio range and the west course of the Knoxville, Tenn., radio range. From the Elkins, W. Va., radio marker station, via the Pittsburgh, Pa., radio range station; the intersection of the east course of the Youngstown, Ohlo, radio range and the south course of the Erie, Pa., radio range; to the Erie, Pa., radio range station.

(3) Blue cwil airway No. 3 (Mobile, Ala., to Terre Haute, Ind.) From the intersection of the northwest course of the Pensacola, Fla., radio range and the west course of the Crestview, Fla., radio range via the Pensacola, Fla., radio range station to the intersection of the northeast course of the Pensacola, Fla., radio range and the west course of the Crestview, Fla., radio range, excluding that portion which lies more than two miles southeast of the northeast course of the Pensacola, Fla., radio range. From the intersection of the northwest course of the Tallahassee, Fla., radio range and the southeast course of the Dothan, Ala.,

radio range via the Dothan, Ala., radio range station; Gunter Field, Montgomery, Ala., the intersection of the west course of the Maxwell Field, Ala., radio range and the south course of the Birmingham, Ala., radio range to the Birmingham, Ala., radio range station. From the Muscle Shoals, Ala., radio range station to the intersection of the northeast course of the Muscle Shoals, Ala., radio range and the southwest course of the Nashville, Tenn., radio range. From the Nashville, Tenn., radio range station via the intersection of the northwest course of the Nashville, Tenn., radio range and the south course of the Evansville, Ind., radio range; the Evansville, Ind., radio range station to the Terre Haute, Ind., radio range station.

(4) Blue civil arway No. 4 (Boston, Mass., to United States-Canadian Border). From the Boston, Mass., radio range station, via the intersection of the northeast course of the Boston, Mass., radio range and the southeast course of the Concord, N. H., radio range; Concord, N. H., radio range station and the Burlington, Vt., radio range station; to the intersection of the northwest course of the Burlington, Vt., radio range and the United States-Canadian Border.

(5) Blue civil airway No. 5 (Galveston, Tex., to Wichita, Kans.) From the Municipal Airport, Galveston, Tex., via the Galveston, Tex., radio range station; Houston, Tex., radio range station; Navasota, Tex., radio range station; Waco, Tex., radio range station; the mtersection of the northeast course of the Waco, Tex., radio range and the south course of the Dallas, Tex., radio range and the Dallas, Tex., radio range station to the intersection of the northwest course of the Dallas, Tex., radio range and the north course of the Fort Worth, Tex., radio range. From the Oklahoma City, Okla., radio range station, via the intersection of the north course of the Oklahoma City, Okla., radio range and the southeast course of the Wichita. Kans., radio range to the Wichita, Kans.,

radio range station. (6) Blue cwil arway No. 6 (Abilene, Tex., to Muskegon, Mich.) From the Abilene, Tex., radio range station via the Wichita Falls, Tex., radio range station to the intersection of the northeast course of the Wichita Falls, Tex., radio range and the south course of the Oklahoma City, Ohla., radio range. From the Springfield. Ill., radio range station via the Peoria, Ill., Municipal Airport to the Bradford, Ill., radio marker station. From the intersection of the west course of the Goshen, Ind., radio range and the south course of the South Bend, Ind., radio range via the South Bend, Ind., radio range station to the intersection of the north course of the South Bend, Ind., radio range and the northeast course of the Chicago, Ill., radio range. From the intersection of the northeast course of the Chicago, Ill., radio range and the southwest course of the Grand Rapids, Mich., radio range to the Muskegon, Mich., radio range station.

(7) Blue civil airway No. 7 (Fresno, Calif., to Hamilton Field, Calif.). From the intersection of the southeast course of the San Francisco, Calif., radio range

and the southeast course of the Oakland, Calif., radio range to the San Francisco, Calif., radio range station. From the Oakland, Calif., radio range station to a point at 38°02'45" north latitude and 122°31'40" west longitude.

(8) Blue civil airway No. 8 (Fargo, N. Dak., to United States-Canadian Border) From the Fargo, N. Dak., radio range station, via the Grand Forks, N. Dak., radio range station and the Pembina, N. Dak., radio range station to the intersection of the north course of the Pembina, N. Dak., radio range and the United States-Canadian Border.

(9) Blue civil airway No. 9 (Columbia, Mo., to United States-Canadian Border). From the Columbia, Mo., radio range station via the Kirksville, Mo., radio range station; the intersection of the northwest course of the Kirksville, Mo., radio range and the south course of the Des Moines, Iowa, radio range; Des Moines, Iowa, radio range station; the intersection of the north course of the Des Moines, Iowa, radio range and the southwest course of the La Crosse. Wis., radio range; the intersection of the southwest course of the La Crosse, Wis., radio range and the south course of the Rochester, Minn., radio range and the Rochester, Minn., radio range station to the intersection of the north course of the Rochester, Minn., radio range and the southeast course of the Minneapolis, Minn., radio range. From the Minneapolis, Minn., radio range station via the Duluth, Minn., radio range station and the Two Harbors, Minn., radio range station to the intersection of the northeast course of the Two Harbors, Minn., radio range and the United States-Canadian Border.

(10) Blue civil airway No. 10 (Fresno, Calif., to Williams, Calif.) From the Fresno, Calif., radio range station via the intersection of the northwest course of the Fresno, Calif., radio range and the southeast course of the Sacramento, Calif., radio range and the Sacramento, Calif., radio range station to the Williams, Calif., radio range station.

(11) Blue civil airway No. 11 (Cleveland, Ohio, to Niagara Falls, N. Y.) From the Cleveland, Ohio, radio range station via the Erie, Pa., radio range station; the intersection of the northeast course of the Erie, Pa., radio range and the southwest course of the Buffalo, N. Y., radio range and the Buffalo, N. Y., radio range station to the Niagara Falls Airport, Niagara Falls, N. Y.

(12) Blue civil airway No. 12 (The Dalles, Oreg., to Ellensburg, Wash.) From The Dalles, Oreg., radio range station via the Yakima, Wash., radio range station to the Ellensburg, Wash., radio range station.

(13) Blue civil airway No. 13 (Houston, Tex., to Kansas City, Mo.) From the Houston, Tex., radio range station via the Shreveport, La., radio range station to the intersection of the northwest course of the Shreveport, La., radio range and the southwest course of the Texarkana, Ark., radio range. From the Texarkana, Ark., radio range station via the Fort Smith, Ark., Airport; the Joplin, Mo., radio range station and the intersection of the north course of the Joplin, Mo., radio range and the southeast course of the Kansas City. Mo.,

radio range to the Kansas City, Mo., radio range station.

(14) Blue civil airway No. 14 (El Centro, Calif., to Bakersfield, Calif.) From the Mt. Laguna, Calif., nondirectional radio marker beacon to the Oceanside, Calif., nondirectional radio marker beacon. From the Riverside, Calif., radio range station via the intersection of the northwest course of the Riverside, Calif., radio range and the southeast course of the Palmdale, Calif., radio range and the Palmdale, Calif., radio range station to the intersection of the northwest course of the Palmdale, Calif., radio range and the south course of the Bakersfield. Calif.. radio range.

(15) Blue civil airway No. 15 (Columbus, Ohio, to Erie, Pa.) From the intersection of the east course of the Columbus, Ohio, radio range and the southwest course of the Akron, Ohio, radio range, via the Akron, Ohio, radio range station; to the intersection of the northeast course of the Akron, Ohio, radio range and the southwest course of the Erie, Pa., radio range.

(16) Blue civil airway No. 16 (Dillon, Mont., to Helena, Mont.) From the Dillon, Mont., radio range station via the Butte, Mont., radio range station to the intersection of the north course of the Butte, Mont., radio range and the east course of the Drummond, Mont., radio

(17) Blue civil airway No. 17 (Millinocket, Maine, to Presque Isle, Maine) From the intersection of the northeast course of the Millinocket, Maine, radio range and the northwest course of the Houlton, Maine, radio range, via the Houlton, Maine, radio range station and the intersection of the north course of the Houlton, Maine, radio range and the southeast course of the Presque Isle, Maine, radio range to the Presque Isle.

Maine, radio range station. (18) Blue civil airway No. 18 (Philadelphia, Pa., to Burlington, Vt.). From the intersection of the northeast course of the Philadelphia, Pa., radio range and the southwest course of the New York. N. Y. (La Guardia) radio range via the intersection of the northeast course of the Philadelphia, Pa., radio range and the southwest course of the Idlewild N. Y., radio range; the Idlewild, N. Y., radio range station to the intersection of the northeast course of the Idlewild, N. Y., radio range and the east course of the New York, N. Y. (La Guardia) radio range. From the intersection of the northwest course of the New York, N. Y. (La Guardia) radio range and the southwest course of the New Hackensack, N. Y., radio range via the New Hackensack, N. Y., radio range station, excluding that portion which lies more than two miles west of the southwest course of the New Hacksensack, N. Y., radio range between a point 25 miles northeast from the intersection of the northwest course of the New York, N. Y. (La Guardia) radio range and the southwest course of the New Hackensack, N. Y., radio range and a point 10 miles south of the New Hackensack, N. Y., radio range; the Albany, N. Y., radio range station to the Burlington, Vt., radio range station.

(19) Blue civil airway No. 19 (Melbourne, Fla., to Orlando, Fla.) From the Melbourne, Fla., radio range station via the intersection of the northwest course of the Melbourne, Fla., radio range and the southeast course of the Orlando, Fla., radio range to the Orlando, Fla., radio range station.

(20) Blue civil airway No. 20 (Millville, N. J., to Allentown, Pa.) From the Millville, N. J., radio range station via the intersection of the northwest course of the Millville, N. J., radio range and the southwest course of the Philadelphia, Pa., radio range; the Philadelphia, Pa., radio range station to the Allentown, Pa.,

radio range station.

(21) Blue civil airway No. 21 (Pitts-burgh, Pa., to Erie, Pa.) From the intersection of the west course of the Pittsburgh, Pa., radio range and the south course of the Youngstown, Ohio, radio range, via the Youngstown, Ohio, radio range station; to the intersection of the north course of the Youngstown, Ohio, radio range; and the southwest course of the Erie, Pa., radio range.

(22) Blue civil airway No. 22 (Memphis, Tenn., to Wichita, Kans.) From the intersection of the southwest course of the Memphis, Tenn., radio range and the southeast course of the Little Rock, Ark., radio range via the Little Rock. Ark., radio range station and the Tulsa. Okla., radio range station to the intersection of the northwest course of the Tulsa, Okla., radio range and the southeast course of the Wichita, Kans., radio range.

(23) Blue civil airway No. 23 (Detroit, Mich., to Flint, Mich.) From the Romulus, Mich., radio range station to the Bishop Airport, Flint, Mich.

(24) [Unassigned.]

(25) Blue civil airway No. 25 (Cordova, Alaska, to Big Delta, Alaska) From the Cordova (Hinchinbrook Island), Alaska, radio range station via the intersection of the northeast course of the Cordova (Hinchinbrook Island) Alaska, radio range and the south course of the Gulkana, Alaska, radio range; Gulkana, Alaska, radio range station and the intersection of the north course of the Gulkana, Alaska, radio range and the south course of the Big Delta, Alaska, radio range to the Big Delta, Alaska, radio range station.

(26) Blue civil airway No. 26 (Anchorage, Alaska, to Fairbanks, Alaska) From the Anchorage, Alaska, radio range station, via the Talkeetna, Alaska, Airport; Summit, Alaska, radio range station, to the intersection of the northwest course of the Big Delta, Alaska, radio range and the southwest course of the Fairbanks. Alaska, radio range.

(27) Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska) From the Kodiak, Alaska, radio range station via the intersection of the west course of the Kodiak, Alaska, radio range and the southeast course of the Naknek, Alaska, radio range; Naknek, Alaska, radio rango station; Bethel, Alaska, radio range station and the Nome, Alaska, radio range station to the Kotzebue, Alaska, airport,

(28) Blue civil airway No. 28 (Columbia, S. C., to Charleston, S. C.) From the Columbia, S. C., radio range station,

via the intersection of the southeast course of the Columbia, S. C., radio range and the northwest course of the Charleston, S. C., radio range to the Charleston, S. C., radio range station.

(29) [Unassigned.]

(30) Blue civil airway No. 30 (San Antonio, Tex., to Big Spring, Tex.) From the San Antonio, Tex. (Alamo) radio range station via the intersection of the west course of the San Antonio, Tex. (Alamo), radio range and the northwest course of the San Antonio, Tex. (Kelly) radio range; the intersection of the northwest course of the San Antonio, Tex. (Kelly), radio range and the southeast course of the Big Spring, Tex., radio range to the Big Spring, Tex., radio range station.

(31) Blue civil airway No. 31 (Burlington, Iowa, to Moline, Ill.) From the intersection of the northeast course of the Burlington, Iowa, radio range and the south course of the Moline, Ill., radio range fo the Moline, Ill., radio range station.

(32) Blue civil airway No. 32 (Seattle, Wash., to Fairbanks, Alaska). From the Seattle, Wash., radio range station via the intersection of the northwest course of the Seattle, Wash., radio range and the south course of the Patricia Bay, British Columbia, radio range; the south course of the Patricia Bay, British Columbia, radio range to the United States-Canadian Border. From the Skwentna, Alaska, radio range station to the Summit, Alaska, radio range station.

(33) Blue civil airway No. 33 (Fort-Wayre, Ind., to Toledo, Ohio) From the Fort Wayne, Ind., radio range station to the intersection of the northeast course of the Fort Wayne, Ind., radio range and the east course of the Goshen, Ind., radio

range.

(34) Blue civil airway No. 34 (Little Rock, Ark., to Tulsa, Okla.) From a point located at 35°27' north latitude and 94°00' west longitude via the Fort Smith, Ark., Airport and a point located at 35°32' north latitude and 95°16' west longitude to the Tulsa, Okla., radio range station.

(35) Blue civil arway No. 35 (Kansas City, Mo., to Des Moines, Iowa) From the intersection of the northeast course of the Kansas City, Mo., radio range and the south course of the Des Moines, Iowa, radio range to the intersection of the northwest course of the Kirksville, Mo., radio range and the south course of the Des Moines, Iowa, radio range.

(36) Blue civil arrway No. 36 (Akron, Colo., to North Platte, Nebr.) From the Akron, Colo., radio range station to the North Platte, Nebr., radio range station.

(37) Blue civil airway No. 37 (Casper Wyo., to Rapid City, S. Dak.). From the Casper, Wyo., radio range station to the intersection of the southeast course of the Sheridan, Wyo., radio range and the west course of the Rapid City, S. Dak., radio range,

(38) Blue civil airway No. 38 (Annette Island, Alaska, to United States-Canadian Border) From the Annette Island, Alaska, radio range station via the Gustavus, Alaska, radio range station and the Haines, Alaska, radio range station to the intersection of the northeast

course of the Haines, Alaska, radio range and the United States-Canadian Border.

(39) Blue civil airwaf No. 39 (Knoxville, Tenn., to Syracuse, N. Y.). From the Tri-City, Tenn., radio range station via a point located at latitude 37°20' and longitude 81°52'40" to the Charleston, W. Va., radio range station. From the intersection of the west course of the Elkins, W. Va., radio range and the southwest course of the Morgantown, W. Va., radio range via the Morgantown, W. Va., radio range station to the intersection of the northeast course of the Morgantown, W. Va., radio range and the east course of the Pittsburgh, Pa., radio range. From the intersection of the northeast course of the Altoona, Pa., radio range and the northeast course of the Pittsburgh, Pa., radio range via the intersection of the northeast course of the Altoona, Pa., radio range and the southwest course of the Elmira, N. Y., radio range; the Elmira, N. Y., radio range station to the intersection of the northeast course of the Elmira, N. Y., radio range and the south course of the Syracuse, N. Y., radio range.

(40) Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.). From the Concord, N. H., radio range station via a point at 43°38' north latitude and 72°20' west longitude and a point at 44°12' north latitude and 72°34' west longitude to the Burlington, Vt., radio

range station.

(41) Blue civil airway No. 41 (New York, N. Y., to United States-Canadian Border). From the intersection of the northeast course of the Newark, N. J., radio range and the southeast course of the Stewart Field, N. Y., radio range via the New Haven, Conn., Municipal Airport; the Hartford, Conn., radio range station; the intersection of the northwest course of the Hartford, Conn., radio range and the south course of the Westfield, Mass., radio range to the Westfield, Mass., radio range station. From the Concord, N. H., radio range station to the Portland, Maine, radio range station. From the Bangor, Maine, radio range station to the intersection of the northeast course of the Bangor, Maine, radio range and the United States-Canadian Border.

(42) Blue civil airway No. 42 (South Bend, Ind., to Battle Creek, Mich.). From the intersection of the east course of the South Bend, Ind., radio range and the south course of the Battle Creek, Mich., radio range to the Battle Creek, Mich., radio range station.

(43) Blue civil airway No. 43 (Birmingham, Ala., to Nashville, Tenn.). From the intersection of the north course of the Birmingham, Ala., radio range and the southwest course of the Chattanooga, Tenn., radio range to a point located at

35°50' north latitude and 86°19' west longitude.

(44) Blue civil airway No. 44 (Memphis, Tenn., to Fort Wayne, I'd.). From the Advance, Mo., radio range station via the Paducah (McCracken County), Ky., Airport to the Evansville, Ind., radio range station. From the Indianapolis, Ind., radio range station to the Fort Wayne, Ind., radio range station.

(45) Blue civil arrway No. 45 (Lake Charles, La., to Baton Rouge, La.). From a point located at 30°07'25" northlatitude and 91°43' west longitude to a point located at 30°34'18" north latitude and 91°11'51" west longitude.

(46) Blue ciril airway No. 46 (Los Angeles, Calif., to Oakland, Calif.). From a point located at 34°52' north latitude and 118°44'30" west longitude to a point located at 37°00"30" north latitude and

121°17'15" west longitude.

(47) Blue citil airway No. 47 (Martinsburg, W Va., to Philipsburg, Pa.). From the intersection of the southeast course of the Plitsburgh, Pa., radio range and the south course of the Altcona, Pa., radio range via the Altcona, Pa., radio range station to the intersection of the northeast course of the Altcona, Pa., radio range and the northeast course of the Plitsburgh, Pa., radio range.

(e) Other civil arways—(1) DuBoss, Idaho, to West Yellowstone, Mont., civil airway. From the DuBois, Idaho, Intermediate Field of the Civil Aeronautics Administration to the Municipal Airport,

West Yellowstone, Mont.

(2) Norfolls, Va., to Washington, D. C., civil airway. From the Municipal Airport, Norfolls, Va., to the National Airport, Washington, D. C.
(3) Rayid City, S. Dala, to Spearfish,

(3) Rapid City, S. Dak., to Spearfish, S. Dak., civil airway. From the Municipal Airport, Rapid City, S. Dak., to the Municipal Airport, Spearfish, S. Dak.

(4) St. Louis, Mo., to Des Momes, Ioua, cuil airway. From the Municipal Airport, St. Louis, Mo., via the Municipal Airport, Quincy, Ill., and the Municipal Airport, Ottumwa, Iowa, to the Municipal Airport, Des Moines, Iowa.

(5) Winslow, Ariz., to Las Vegas, Nev.,

(5) Winslow, Ariz., to Las Vegas, Nev., civil airway. From the Winslow Municipal Airport, Winslow, Ariz., via the South Rim Airport, Grand Canyon, Ariz., and the Boulder City Airport, Boulder City Nev., to the McCarran Field, Las Vegas, Nev.

This part, as herein revised, shall become effective July 1, 1947.

[SEAL] T. P. WRIGHT,
Administrator of Civil Aeronautics.
[F. R. Dec. 47-6111; Filed, June 27, 1947;
8:49 a, m.]

PART 601—DESIGNATION OF AIRWAY TRAF-FIC CONTROL AREAS, AIRFORT APPROACH ZONES, AIRFORT TRAFFIC ZONES AND RADIO FERES

Part 601 of the regulations of the Administrator of Civil Aeronautics was last revised in its entirety on January 14, 1942. Since that time this part has been amended a great many times, and experience has disclosed the necessity for revising it again. The purpose of this revision is (a) to simplify and clarify the language used in this part and (b) to effect a compilation of the basic part and all the amendments thereto made effective between the dates of January 14, 1942 and May 13, 1947.

It appearing that:

The revision of this part does not involve any changes in substance but contains changes of only a minor nature which will not impose any burden upon interested persons; the persons affected by this part will be greatly benefited by this revision and by its being made effective without delay in view of the foregoing, sufficient notice and public procedure have been afforded to interested persons, and further notice for public procedure would serve no purpose other than to delay the issuance of the revision of this part of the regulations of the Administrator which it is in the public interest and benefit to adopt at this time.

And finding that:

For the foregoing reasons further notice and public procedure provided for in section 4 (a) of the Administrative Procedure Act is unnecessary with respect to the revision of this part; and that good cause exists to declare this part (as herein revised) effective immediately pursuant to section 4 (c) of that act.

Now, therefore, acting pursuant to the authority vested in me by section 308 of the Civil Aeronautics Act of 1938, as amended and Special Regulation No. 197 of the Civil Aeronautics Board (6 F R. 6348) I hereby revise Part 601 of the regulations of the Administrator of Civil Aeronautics to read as follows:

Sec.

- 601.1 Basis and purpose.
- 601.2 Definitions.
- 601.3 Extent of airway traffic control areas. 601.4 Designation of airway traffic control
- 601.5 Scope of airport approach zones.
- 601.6 Designation of airport approach zones.
- 601.7 Scope of airport traffic zones.
- 601.8 Designation of airport traffic zones.
- 601.9 Designation of radio fixes.

AUTHORITY: §§ 601.1 to 601.9, inclusive, issued under sec. 308, 52 Stat. 986, 54 Stat. 1233, 1235, 1236; 49 U.S.C. 458; Special Regulation of the Civil Aeronautics Board' (6 F. R. 6348).

§ 601.1 Basis and purpose. The basis of this part is found in section 308 of the Civil Aeronautics Act of 1938, as amended (52 Stat. 986, 54 Stat. 1233, 1235, 1236; 49 U. S. C. 458) and in Special Regulation No. 197 of the Civil Aeronautics Board (6 F R. 6348) The purpose of this part is to designate airway traffic control areas, airport approach zones, airport traffic zones and radio fixes in order to provide for the safety of aircraft operating in interstate, overseas, and foreign air commerce.

- § 601.2 Definitions. As used in this part: (a) "Airway traffic control area" means an air space of specified dimensions within which air traffic control is exercised to permit the safe, orderly, and expeditious flow of air traffic.
- (b) "Airport approach zone" means the air space above that area on the surface of the earth within a specified radius of an airport where adequate radio facilities are provided for instrument approach procedures,
- (c) "Airport traffic zone" means an area of specified dimensions within which rules, additional to those governing flight in control areas, apply for the protection of air traffic against collision.

(d) "Radio fix" means a geographical location over which the position of an aircraft can be determined by radio.

§ 601.3 Extent of arrway traffic control areas. Whenever a point prescribed for the purpose of the designation of an airway traffic control area coincides with a point specified in designating the centerline of an airway, except as hereinafter provided, such airway traffic control area shall include all of the airway within a ten mile radius of such point.

§ 601.4 Designation of airway traffic control areas. The following portions of the Civil Airways are designated as air-

way traffic control areas:

(a) Green civil airways—(1) Green civil airway No. 1 airway traffic control areas (United States-Canadian Border to Forest City, Maine) All of Green civil airway No. 1.

(2) Green civil airway No. 2 airway traffic control areas (Seattle, Wash., to Boston, Mass.) All of Green civil air-

way No. 2.

(3) Green civil airway No. 3 airway traffic control areas (San Francisco, Calif., to New York, N. Y.) All of Green civil airway No. 3.

(4) Green civil airway No. 4 airway traffic control areas (Los Angeles, Calif., to Philadelphia, Pa.) All of Green civil airway No. 4.

(5) Green civil airway No. 5 airway traffic control areas (Los Angeles, Calif., to Boston, Mass.) All of Green civil airway No. 5.

(6) Green civil airway No. 6 airway traffic control areas (Alice, Tex., to Norfolk, Va.) All of Green civil airway No.

- (7) Green civil airway No. 7 airway traffic control areas (Nome, Alaska, to Fairbanks, Alaska) From a line extended at right angles across such airway through a point 50 miles west of the Fairbanks, Alaska, radio range station to the Fairbanks, Alaska, radio range station.
- (8) Green civil airway No. 8 airway traffic control areas (Attu, Alaska, to Northway, Alaska) From a line extended at right angles across such airway through a point 25 miles southwest of the Homer, Alaska, radio range station to a line extended at right angles across such airway at a point 50 miles northeast of the Anchorage, Alaska, radio range station; from a line extended at right angles across such airway through a point 50 miles southwest of the Northway, Alaska, radio range station to the Northway, Alaska, radio range station to the Northway, Alaska, radio range station.
- (b) Amber civil airways—(1) Amber civil airway No. 1 airway traffic control areas (United States-Mexican Border to Nome, Alaska). Those portions of Amber civil airway No. 1 within the limits of the continental United States; from the Alaskan Canadian Border to a line extended at right angles across such airway through a point 50 miles west of the Annette Island, Alaska, radio range station and from a line extended at right angles across such airway through a point 25 miles southeast of the Cordova, Alaska, radio range station to a line ex-

tended at right angles across such airway through a point 25 miles northwest of the Skwentna, Alaska, radio range-station.

(2) Amber civil airway No. 2 airway traffic control areas (Long Beach, Calif., to Fairbanks, Alaska) Those portions of Amber civil airway No. 2 within the limits of the continental United States; from the Alaska Canadian Border to the Fairbanks, Alaska, radio range station.

(3) Amber civil airway No. 3 airway traffic control areas (El Paso, Tex., to Great Falls, Mont.) All of Amber civil

airway No. 3.

(4) Amber civil airway No. 4 airway traffic control areas (Brownsville, Tex., to Minot, N. Dak.) All of Amber civil airway No. 4.

(5) Amber civil airway No. 5 airway traffic control areas (New Orleans, La., to Milwaukee, Wis.) All of Amber civil airway No. 5.

(6) Amber civil airway No. 6 airway traffic control areas (Jacksonville, Fla., to United States-Canadian Border) All of Amber civil airway No. 6.

(7) Amber civil airway No. 7 airway traffic control areas (Key West, Fla., to Caribou, Maine) All of Amber civil

airway No. 7.

- (8) Amber civil airway No. 8 airway traffic control areas (Los Angeles, Calif., to The Dalles, Oreg.) All of Amber civil airway No. 8 from the Los Angeles, Calif., radio range station to a line extended at right angles across such airway through a point 25 miles northwest of the Santa Barbara, Calif., radio range station and from the Red Bluff, Calif., radio range station to The Dalles, Oreg., radio range station.
- (c) Red civil airways—(1) Red civil airway No. 1 airway traffic control areas (Portland, Oreg., to Kansas City, Mo.) All of Red civil airway No. 1 from Portland, Oreg., radio range station to the intersection of the southeast course of the Laramie, Wyo., radio range and the north course of the Denver, Colo., radio range. From the Akron, Colo., radio range station to a line extended at right angles across such airway through a point 25 miles southeast of the Akron, Colo., radio range station; from such line and between the altitudes of 6,500 feet above mean sea levels and 8,500 feet above mean sea level to a line extended at right angles across such airway through a point 25 miles west of the Kansas City, Mo., radio range station; from such line to the Kansas City, Mo., radio range station.

(2) Red civil arrway No. 2 airway traffic control areas (Butte, Mont., to Rapid City, S. Dak.) All of Red civil airway

No. 2.

(3) Red civil airway No. 3 airway traffic control areas (Philipsburg, Pa., to Hartford, Conn.) All of Red civil airway No. 3.

(4) Red civil airway No. 4 airway traffic control areas (Otto, N. Mex., to Las Vegas, N. Mex.). All of Red civil airway No. 4.

way No. 4

(5) Red civil airway No. 5 airway traffic control areas (Sibux Falls, S. Dak., to St. Paul, Minn.) All of Red civil airway No. 5.

(6) Red civil airway No. 6 airway traffic control areas (Las Vegas, Nev., to Omaha, Nebr.). All of Red civil airway No. 6 from 25 miles west of Grand Junction, Colo., to Omaha, Nebr.

(7) Red civil airway No. 7 airway trajfie control areas (Atlanta, Ga., to Greensboro, N. C.) All of Red civil airway

No. 7.

(8) Red civil airway No. 8 airway traffic control areas (Altoona, Pa., to Wilkes-Barre, Pa.) All of Red civil airway No. 8.

- (9) Red civil airway No. 9 airway trajfic control areas (San Diego, Calif., to Winslow, Arz.). All of Red civil airway
- (10) Red civil airway No. 10 airway traffic control areas (Trinidad, Colo., to Charleston, S. C.). All of Red civil airway No. 10.
- (11) Red civil airway No. 11 airway traffic control areas (Tulsa, Okla., to Boston; Mass.) All of Red civil airway No. 11.
- (12) Red civil airway No. 12 airway traffic control areas (Kansas City, Mo., to Detroit, Mich.) All of Red civil airway No. 12. (13) Red civil airway No. 13 airway
- traffic control areas (Sunbury, Pa., to Boston, Mass.) All of Red civil airway No. 13.
- (14) Red civil airway No. 14 airway traffic control areas (Lone Rock, Wis., to Louisville, Ky.). All of Red civil airway
- (15) Red civil airway No. 15 airway traffic control areas (Las Vegas, Nev., to Gila Bend, Ariz.) All of Red civil airway
- (16) Red civil airway No. 16 airway traffic control areas (Augusta, Ga., to Florence, S. C.) All of Red civil airway
- (17) Red-civil airway No. 17 airway traffic control areas (Fort Wayne, Ind., to Baltimore, Md.) All of Red civil airway No. 17.
- (18) Red civil airway No. 18 airway traffic control areas (Indianapolis, Ind., to Washington, D. C.) All of Red civilairway No. 18.
- (19) Red civil airway No. 19 airway traffic control areas (Washington, D. C., to Grand Rapids, Mich.). All of Red civil airway No. 19.

(20) Red civil airway No. 20 airway traffic control areas (Lansing, Mich., to Chincoteague Island, Va.) All of Red civil airway No. 20.

- (21) Red civil airway No. 21-airway traffic control areas (Lansing, Mich., to Newark, N. J.) All of Red civil airway No. 21.
- (22) Red civil airway No. 22 airway traffic control areas (United States-Canadian Border to Buffalo, N. Y.) All of Red civil airway No. 22.
- (23) Red civil airway No. 23 airway traffic control areas (United States-Canadian Border to New York, N. Y.) All of Red civil airway No. 23.
- (24) Red civil arrway No. 24 arrway traffic control areas (Amarillo, Tex., to Oklahoma City, Okla.) All of Red civil airway No. 24.
- (25) Red civil airway No. 25 airway traffic control areas (Tallahassee, Fla., to Miami, Fla.) All of Red civil airway No. 25.

(26) Red civil airway No. 26 airway traffic control greas (Syracuse, N. Y., to New York, N. Y.). All of Red civil airway No. 26.

(27) Red civil airway No. 27 airway traffic control areas (Knozville, Tenn., to-Detroit, Mich.). All of Red civil airway No. 27 from the Knoxville, Tenn., radio range station to a line extended at right angles across such airway through a point 25 miles northeast of the Knoxville, Tenn., radio range station and from a line extended at right angles across such airway through a point 25 miles south of the Cincinnati, Ohio, radio range station to the intersection of the north course of the Toledo, Ohio, radio range and the west course of the Romulus, Mich., radio range.

(28) Red civil airway No. 28 airway traffic control areas (Rockford, Ill., to Grand Rapids, Mich.) All of Red civil

airway No. 28.

(29) Red civil airway No. 29 airway traffic control areas (Rochester, N. Y., to Baltimore, Md.). All of Red civil airway No. 29.

(30) Red civil airway No. 30 airway traffic control areas (Mobile, Ala., to Jacksonville, Fla.). All of Red civil airway No. 30.

(31) Red civil airway No. 31 airway traffic control areas (Cheyenne, Wyo., to Minneapolis, Minn.). All of Red civil airway No. 31.

(32) Red civil airway No. 32 airway traffic control areas (Laredo, Tex., to Houston, Tex.). All of Red civil airway No. 32.

(33) Red civil airway No. 33 airway traffic control areas (Richmond, Va., to New Hackensack, N. Y.) All of Red civil airway No. 33.

(34) Red civil airway No. 34 airway traffic control areas (Pulaski, Va., to Raleigh, N. C.). All of Red civil airway No. 34.

(35) Red civil airway No. 35 airway traffic control areas (Pueblo, Colo., to Wichita, Kans.) All of Red civil airway No. 35.

(36) Red civil airitay No. 36 airitay traffic control areas (Rochester, Minn., to LaCrosse, Wis.) All of Red civil airway No. 36.

(37) Red civil airway No. 37 airway traffic control areas (Dallas, Tex., to Washington, D. C.). All of Red civil airway No. 37.

(38) Red civil airway No. 38 airway traffic control areas (Big Spring, Tex., to San Antonio, Tex.). All of Red civil airway No. 38.

(39) Red civil airway No. 39 airway traffic control areas (Bethel, Alaska, to Fairbanks; Alaska). From a line extended at right angles across such airway through a point 25 miles southwest of the Nenana, Alaska, radio range station to the Fairbanks, Alaska, radio range station.

(40) Red civil airway No. 40 airway traffic control areas (Shemya, Alaska, to Homer, Alaska) From a line extended at right angles across such airway through a point 25 miles south of the Homer, Alaska, radio range station to the Homer, Alaska, radio range station.

(41) Red civil arrway No. 41 arrway traffic control areas (Yakutat, Alaska, to Gustavus, Alaska) From a line extended at right angles across such airway through a point 50 miles southwest of the Gustavus, Alaska, radio range station to the Gustavus, Alaska, radio range station.

(42) Red civil airway No. 42 airway traffic control areas (Johet, III., to La-Fayette, Ind.). All of Red civil airway

No. 42.

(43) Red civil airway No. 43 airway traffic control areas (Chicago, Ill., to La-Fayette, Ind.). All of Red civil airway No. 43.

(44) Red civil airway No. 44 airway trafic control areas (Bellingham, Wash., to United States-Canadian Border) All of Red civil airway No. 44.

(45) Red civil airicay No. 45 airway traffic control areas (Washington, D. C., to Allentown, Pan All of Red civil airway No. 45.

(46) Red civil airway No. 46 airway traffic control areas (Oakland, Calif., to Sacramento, Calif.) All of Red civil afrway No. 46.

(47) Red civil arrway No. 47 arrway trafile control areas (Tampa, Fla., to Daytona Beach, Fla.) All of Red civil airway No. 47.

(48) Red civil arricay No. 48 airway traffic control areas (Missoula, Mont., to Livingston, Mont.). All of Red civil airway No. 48.

(49) Red civil airway No. 49 arway traffic control areas (Elko, Nev., to Fort Bridger, Wyo.) All of Red civil airway No. 49.

(50) Red civil airway No. 50 airway traffic control areas (Galena, Alaska, to Fairbanks, Alaska). All of Red civil airway No. 50 between the Nenana, Alaska, radio range station and the intersection of the southeast course of the Nenana, Alaska, radio range and the northeast course of the Summit, Alaska, radio range.

(51) Red civil arrway No. 51 airway trassic control areas (El Paso, Tex., to Johnson's Ranch, Tex). All of Red civil airway No. 51 from the El Paso, Tex., o radio range station to a line extended at right angles across such airway through a point 25 miles southeast of the El Paso, Tex., radio range station.

(52) Red civil airway No. 52 airway traffic control areas (Liemphis, Tenn., to Birmingham, Ala.). All of Red civil airway No. 52. (53) [Unassigned.]

(54) Red civil airway No. 54 airway traffic control areas (Burley, Idaho, to Salt Lake City, Utah) All of Red civil airway No. 54.

(55) Red civil airway No. 55 airway traffic control areas (Burlington, Iowa, to Jollet, Ill.). All of Red civil airway No. 55.

(56) [Unassigned.]

(57) [Unassigned.]

(58) [Unassigned.]

(59) Red civil arway No. 59 arway ·traffic control areas (Toledo, Ohio, to the United States-Canadian Border). All of Red civil airway No. 59.-

(60) Red civil arrway No. 60 arrway traffic control areas (Oakland, Calif., to Stockton, Calif.) All of Red civil airway

(61) Red civil airway No. 61 airway traffic control areas (Pittsburgh, Pa., to Washington, D. C.) All of Red civil airway No. 61.

(d) Blue civil airwdys—(1) Blue civil airway No. 1 airway traffic control areas (Pendleton, Oreg., to Spokane, Wash.) All of Blue civil airway No. 1.

(2) Blue civil airway No. 2 airway traffic control areas (Birmingham, Ala., to Erie, Pa.) All of Blue civil airway

No. 2.

(3) Blue civil airway No. 3 airway traffic control areas (Mobile, Ala., to Terre Haute, Ind.) All of Blue civil airway No. 3.

(4) Blue civil airway No. 4 airway traffic control areas (Boston, Mass., to United States-Canadian Border) All of Blue civil airway No. 4.

(5) Blue civil airway No. 5 airway traffic control areas (Galveston, Tex., to Wichita, Kans.) All of Blue civil air-

way No. 5.

- (6) Blue civil airway No. 6 airway traffic control areas (Abilene, Tex., to Muskegon, Mich.) All of Blue civil airway No. 6.
- (7) Blue civil airway No. 7 airway traffic control areas (Fresno, Calif., to Hamilton Field, Calif.) All of Blue civil airway No. 7.

(8) Blue civil airway No. 8 airway traffic control areas (Fargo, N. D., to United States-Canadian Border) - All of Blue civil airway No. 8.

(9) Blue civil airway No. 9 airway traffic control areas (Columbia, Mo., to-United States-Canadian Border) of Blue civil airway No. 9.

(10) Blue civil airway No. 10 airway traffic control areas (Fresno, Calif., to Williams, Calif.) All of Blue civil airway No. 10.

(11) Blue civil airway No. 11 airway traffic control areas (Cleveland, Ohio, to Niagara Falls, N. Y.) All of Blue civil airway No. 11.

(12) Blue civil airway No. 12 airway traffic control areas (The Dalles, Oreg., to Ellensburg, Wash.) All of Blue civil

airway No. 12.

(13) Blue civil airway No. 13 airway traffic control areas (Houston, Tex., to Kansas City, Mo.) All of Blue civil airway No. 13 from the Houston, Tex., radio range station to a line extended at right angles across such airway through a point 25 miles northeast of the Houston. Tex., radio range station; from a line extended at right agles across such airway through a point 25 miles southwest of the Shreveport, La., radio range station to the intersection of the northwest course of the Shreveport, La., radio range and the southeast course of the Texarkana. Ark., radio range; from the Texarkana, Ark., radio range station to a line extended at right angles across such airway through a point 25 miles north of the Texarkana, Ark., radio range; from the intersection of the northeast course of the Tulsa, Okla., radio range and the south course of the Joplin, Mo., radio range to the Kansas City, Mo., radio range station.

(14) Blue civil airway No. 14 airway traffic control areas (El Centro, Calif., to Bakersfield, Calif.) All of Blue civil airway No. 14.

(15) Blue civil airway No. 15 airway traffic control areas (Columbus, Ohio, to Erre, Pa.) All of Blue civil airway No.

- (16) Blue civil airway No. 16 airway traffic control areas (Dillon, Mont., to Helena, Mont.) All of Blue civil airway No. 16.
- (17) Blue civil airway No. 17 airway traffic control areas (Millinocket, Maine, to Presque Isle, Maine) All of Blue civil airway No. 17.
  (18) Blue civil airway No. 18 airway
- traffic control areas (Philadelphia, Pa., to Burlington, Vt.) All of Blue civil airway No. 18.
- (19) Blue civil airway No. 19 airway traffic control areas (Melbourne, Fla., to Orlando, Fla.) All of Blue civil airway No. 19.
- (20) Blue civil airway No. 20 airway traffic control areas (Millville, N. J., to Allentown, Pa.) All of Blue civil airway No. 20.

(21) Blue civil airway No. 21 airway traffic control areas (Pittsburgh, Pa., to Erie, Pa.) All of Blue civil airway No. 21.

- (22) Blue civil airway No. 22 airway traffic control areas (Memphis, Tenn., to Wichita, Kans.) All of Blue civil airway No. 22 from the intersection of the southwest course of the Memphis, Tenn., radio range and the southeast course of the Little Rock, Ark., radio range to a line extended at right angles across such airway through a point 25 miles northwest of the Little Rock, Ark., radio range station; from a line extended at right angles across such airway through a point 25 miles southeast of the Tulsa. Okla., radio range station to the intersection of the northwest course of the Tulsa, Okla., radio range and the southeast course of the Wichita, Kans., radio
- (23) Blue civil airway No. 23 airway traffic control areas (Detroit, Mich., to Flint, Mich.) All of Blue civil airway No. 23.

(24) [Unassigned.]

(25) Blue civil airway No. 25 airway traffic control areas -(Cordova, Alaska, to Big Delta, Alaska) From the Cordova, Alaska, radio range station to a line extended at right angles across such airway through a point 25 miles northeast of the Cordova, Alaska, radio range station; from a line extended at right angles across such airway through a point 50 miles south of the Big Delta, Alaska, radio range station to the Big Delta, Alaska, radio range station.

(26) Blue civil arway No. 26 airway traffic control areas (Anchorage, Alaska, to Fairbanks, Alaska) From the Anchorage, Alaska, radio range station to a line extended at right angles across such airway through a point 50 miles southwest of the Summit, Alaska, radio range station and from the intersection of the northeast course of the Summit, Alaska, radio range and the southeast course of the Nenana, Alaska, radio range

to the Fairbanks. Alaska, radio range station.

(27) [Unassigned.]

(28) Blue civil airway No. 28 airway traffic control areas (Columbia, S. C., to Charleston, S. C.) All of Blue civil airway No. 28.

(29) [Unassigned.]

(30) Blue civil arrway No. 30 airway traffic control areas (San Antonio, Tex. to Big Spring, Tex.) All of Blue civil airway No. 30.

(31). Blue civil airway No. 31 airway traffic control areas (Burlington, Iowa, to Moline, Ill.) All of Blue civil airway

No. 31.

(32) Blue civil airway No. 32 airway traffic control areas (Seattle, Wash., to Fairbanks, Alaska) From the Seattle. Wash., radio range station to the United States-Canadian Border and from the Skwentna, Alaska, radio range station to a line extended at right angles across. such airway through a point 50 miles southwest of the Summit, Alaska, radio range station.

(33) Blue civil airway No. 33 airway traffic control areas (Fort Wayne, Ind., to Toledo, Ohio) All of Blue civil air-

way No. 33.

(34) Blue civil airway No. 34 airway traffic control areas (Little Rock, Ark., to Tulsa, Okla.) All of Blue civil airway No. 34 from a line extended at right angles across such airway through a point 25 miles southeast of the Tulsa, Okla., radio range station to the Tulsa, Okla., radio range station.

(35) Blue civil airway No. 35 airway traffic control areas (Kansas City, Mo., to Des Moines, Iowa) All of Blue civil

airway No. 35.

(36) Blue civil airway No. 36 airway traffic control areas (Akron, Colo., to North Platte, Nebr.) All of Blue civil airway No. 36.

(37) Blue civil airway No. 37 airway traffic control areas (Casper, Wyo., to Rapid City, S. Dak.) All of Blue civil

airway No. 37.

- (38) Blue civil airway No. 38 airway traffic control areas (Annette Island, Alaska, to United States-Canadian Bor-From the Annette Island, Alaska, radio range station to a line extended across such airway through a point 50 miles north of the Annette Island, Alaska, radio range station. From a line extended at right angles across such airway through a point 50 miles southeast of the Gustavus, Alaska, radio range station to a line extended across such airway through a point 50 miles north of the Gustavus, Alaska, radio range sta-
- (39) Blue civil airway No. 39 airway traffic control areas (Knoxville, Tenn., to Syracuse, N. Y.) All of Blue civil airway No. 39 from the Tri-City, Tenn., radio range station to a line extended at right angles across such airway through a point 25 miles northeast of the Tri-City, Tenn., radio range station; from a line extended at right angles across such airway through a point 25 miles south of the Charleston, W Va., radio range to the Charleston, W Va., radio range station; from the intersection of the west course of the Elkins, W Va., radio range and the southwest course of the Morgan-

town, Pa., radio range to the intersection of the northeast course of the Elmira, N. Y., radio range and the south course of the Syracuse, N. Y., radio range.

(40) Blue civil dirway No. 40 airway traffic control areas (Concord, N. H., to Burlington, Vt.). All of Blue civil airway No. 40.

(41) Blue civil airway No. 41 airway traffic control areas (New York, N. Y., to United States-Canadian Border) All of Blue civil airway No. 41.

(42) Blue civil airway No. 42 airway traffic control areas (South Bend, Ind., to Battle Creek, Mich.) All of Blue civil airway No. 42.

(43) [Unassigned.]

- (44) Blue civil airway No. 44 airway traffic control areas (Memphis, Tenn., to Fort Wayne, Ind.) All of Blue civil airway No. 44 from the Advance, Mo., radio range station to a line extended at right applies east of the Advance, Mo., radio range station; from a line extended at right, angles across such airway through a point 25 miles southwest of the Evansville, Ind., radio range station to the Evansville, Ind., radio range station; from the Indianapolis, Ind., radio range station to the Fort Wayne, Ind., radio range station.
  - (45) [Unassigned.] (46) [Unassigned.]

(41) Blue civil airway No. 47 airway traffic control areas (Martinsburg, W Va., to Philipsburg, Pa.) All of Blue civil airway No. 47.

(e) Airway traffic control area extensions—(1) Airway traffic control area extension (Abilene, Tex.). From the Abilene, Tex., radio range station, extending within five miles on either side of the center line of the on course signal of the north course of the Abilene radio range, to a point 20 miles north of the radio range station.

(2) Airway traffic control area extension (Austin, Tex.) From the Austin, Tex., radio range station, extending within five miles on either side of the center line of the on course signal of the northwest course of the Austin, radio range, to a point 20 miles northwest of

the radio range station.

-(3) Airway traffic control area extension (Beaumont, Tex.). From the Beaumont, Tex., radio range station, extending within five miles on either side of the center line of the on course signal of the north course of the Beaumont, radio range, to a point 20 miles north of the radio range station.

(4) Airway traffic control area extension (Brownsville, Tex.) From the Brownsville, Tex., radio range station, extending within five miles on either side of the center line of the on course signal of the north course of the Brownsville radio range, to a point 30 miles north of the radio range station.

the radio range station.

(5) Airway traffic control area extension (Jacksonville, Fla.) From the Jacksonville, Fla., radio range station, extending within four miles north of and five miles south of the center line of the on course signal of the east course of the Jacksonville radio range, to a point 30 miles of the radio range station.

(6) Airway trafic control area extension (Lake Charles, La.). From the Lake Charles, La., radio range station, extending within five miles on either side of the center line of the on course signal of the south course of the Lake Charles radio range, to a point 20 miles south of the radio range station.

(7) Airway traffic control area extension (Laredo, Tex.) From the Laredo, Tex., radio range station, extending within five miles on either side of the center line of the on course signal of the northwest course of the Laredo radio range, to a point 20 miles northwest of

the radio range station.

(8) Airway traffic control area extension (Savannah, Ga.). From the Savannah, Ga. radio range station, extending within five miles on either side of the center line of the on course signal of the southwest course of the Savannah radio range, to a point 30 miles southwest of the radio range station.

(9) Airway traffic central area extension (Augusta, Ga.) From the Augusta, Ga., radio range station, extending within five miles on either side of the center line of the on course signal of the southwest course of the Augusta radio range, to a point 20 miles southwest of the radio

range station.

(10) Airway traffic control area extension (Charlotte, N. C.) From the Charlotte, N. C., radio range station, extending within five miles on either side of the center line of the on course signal of the south course of the Charlotte radio range, to a point 20 miles south of the radio range station.

(11) Airway traffic control area extension (Daytona Beach, Fla.). From the Daytona Beach, Fla., radio range station, extending within five miles on either side of the center line of the on course signal of the west course of the Daytona Beach radio range, to a point 20 miles west of the radio range station.

(12) Airway traffic control area extension (Florence, S. C.) From the Florence, S. C., radio range station, extending within five miles on either side of the center line of the on course signal of the east course of the Florence radio range, to a point 20 miles east of the radio range station.

(13) Airway traffic control area extension (Fort Myers, Fla.) From the Fort Myers, Fla., radio range station, extending within five miles on either side of the center line of the on course signal of the southwest course of the Fort Myers radio range, to a point 20 miles southwest of

the radio range station.

(14) Airway traffic control area extension (Greenville, S. C.). From the Greenville, S. C., radio range station, extending within five miles on either side of the center line of the on course signal of the north course of the Greenville radio range, to a point 20 miles north of the radio range station, and extending within five miles on either side of the center line of the on course signal of the south course of the Greenville radio range, to a point 20 miles south of the radio range station.

(15) Airway traffic control area extension (Greenwood, Miss.) From the Greenwood, Miss., radio range station, extending within five miles on either side of the center line of the on course signal of the east course of the Greenwood radio range, to a point 20 miles east of the radio range station.

(16) Airway traffic control area extension (Jack's Creek, Tenn.). From the Jack's Creek, Tenn., radio range station, extending within five miles on either side of the center line of the on course signal of the north course of the Jack's Creek radio range, to a point 20 miles north of the radio range station.

(17) Airway traffic control area extension (Macon, Ga.) From the Macon, Ga., radio range station, extending within five miles on either side of the center line of the on course signal of the northeast course of the Macon radio range, to a point 20 miles northeast of the radio range station.

(18) Airway traffic control area extension (Meridian, Miss.). From the Meridian, Miss., radio range station, extending within five miles on either side of the center line of the on course signal of the north course of the Meridian radio range, to a point 20 miles north of the radio range station.

(19) Airway traffic control area extension (Nashville, Tenn.). From the Nashville, Tenn., radio range station, extending vithin five miles on either side of the center line of the on course signal of the northeast course of the Nashville radio range, to a point 30 miles northeast of the radio range station.

(20) Airway traffic control area extension (Smithville, Tenn.). From the Smithville, Tenn., radio range station, extending within five miles on either side of the center line of the on course signal of the north course of the Smithville radio range, to a point 20 miles north of the radio range station.

(21) Airway traffic control area, extension (Tampa, Fla.). From the Tampa, Fla., radio range station, extending within five miles on either side of the center line of the on course signal of the southwest course of the Tampa radio range, to a point 20 miles southwest of the radio range station.

(22) Airway traffic control area extension (West Palm Beach, Fla.). From the West Palm Beach, Fla., radio range station, extending within five miles on either side of the center line of the on course signal of the west course of the West Palm Beach radio range, to a point 20 miles west of the radio range station.

(23) Airway traffic control area extension (Alron, Colo.). From the Akron, Colo., radio range station, extending within five miles on either side of the center line of the on course signal of the north course of the Akron radio range, to a point 20 miles north of the radio range station.

(24) Airway traffic control area extension (Burlington, Iowa). From the Burlington, Iowa, radio range station, extending within five miles on either side of the center line of the on course signal of the south course of the Burlington radio range, to a point 20 miles south of the radio range station.

(25) Airway traffic control area extension (Garden City, Kans.). From the

Garden City, Kans., radio range station, extending within five miles on either side of the center line of the on course signal of the north course of the Garden City radio range, to a point 20 miles north of the radio range station.

(26) Airway traffic control area extension (Grand Island, Nebr.) From the Grand Island, Nebr., radio range station, extending within five miles on either side of the center line of the on course signal of the north course of the Grand Island radio range, to a point 20 miles north of the radio range station.

(27) Airway traffic control area extension (Kansas City, Mo.) From the Kansas City, Mo., Municipal Airport, extending within five miles on either side of the center line of the on course signal of the north course of the Instrument Landing System localizer (bearing 1719 magnetic toward the airport) to a point 20 miles north of the Kansas City Municipal Airport.

(28) Airway traffic control area extension (Kirksville, Mo.) From the Kirksville, Mo., radio range station, extending within five miles on either side of the center line of the on course signal of the southeast course of the Kirksville radio range, to a point 20 miles southeast

of the radio range station.

(29) Airway traffic control area extension (La Junta, Colo.) From the La Junta, Colo., radio range station, extending within five miles on either side of the center line of the on course signal of the northeast course of the La Junta radio range, to a point 20 miles northeast of the radio range station.

(30) Airway traffic control area extension (Lebo, Kans.) From the Lebo, Kans., radio range station, extending within five miles on either side of the center line of the on course signal of the southeast course of the Lebo radio range, to a point 20 miles southeast of

the radio range station.

(31) Airway traffic control area extension (North Platte, Nebr.) From the North Platte, Nebr., radio range station. extending within five miles on either side of the center line of the on course signal of the south course of the North Platte radio range, to a point 20 miles south of the radio range station.

(32) Airway traffic control area extension (Scottsbluff, Nebr.) From the Scottsbluff, Nebr., radio range station, extending within five miles on either side of the center line of the on course. signal of the southeast course of the Scottsbluff radio range, to a point 20 miles southeast of the radio range station.

(33) Airway traffic control area extension (St. Joseph, Mo.) From the St. Joseph, Mo., range range station, extending within five miles on either side of the center line of the on course signal of the south course of the St. Joseph radio range, to a point 20 miles south of the radio range station.

(34) Airway traffic control area extension (Springfield, Mo.) From the Springfield, Mo., radio range station, extending within five miles on either side of the center line of the on course signal of the northwest course of the Springfield radio range, to a point 20 miles northwest of the radio range sta-

(35) Airway traffic control area extension (Sioux Falls, S. Dak.) From the Sioux Falls, S. Dak., radio range station, extending within five miles on either side of the center line of the on course signal of the southwest course of the Sioux Falls radio range, to a point 20 miles southwest of the radio range station.

(36) Airway traffic control area ex-nsion (Vichy, Mo.) From the Vichy, tension (Vichy, Mo.) Mo., radio range station, extending within five miles on either side of the center line of the on course signal of the southeast course of the Vichy radio range, to' a point 20 miles southeast of the radio range station.

(37) Airway traffic control area extension (Pensacola, Fla.) From the Pensacola, Fla., radio range station, extending within five miles on either side of the center line of the on course signal of the south course of the Pensacola radio range, to a point 10 miles south of the radio range station.

(38) Airway traffic control area extension (Great Falls, Mont.) From the Great Falls, Mont., radio range station, extending within five miles on either side of the center line of the on course signal of the northeast course of the Great Falls radio range, to a point 30 miles northeast of the radio range station.

(39) Airway traffic control area extension (Portland, Oreg.) From the Portland, Oreg., radio range station, extending within five miles on either side of the center line of the on course signal of the west course of the Portland radio range, to a point 30 miles west of the radio range station.

(40) Airway traffic control area extension (Medford, Oreg.) From the Medford, Oreg., radio range station, extending within five miles on either side of the center line of the on course signal of the west course of the Medford radio range, to a point 20 miles west of the

radio range station.

(41) Airway traffic control area extension (Boise, Idaho) From the Boise. Idaho, radio range station, extending within five miles on either side of the center line of the on course signal of the southwest course of the Boise radio range, to a point 20 miles southwest of the radio range station.

(42) Airway traffic control area extension (Cincinnati, Ohio) From the Cincinnati, Ohio, radio range station, within five miles on either side of the center line of the on course signal of the northeast course of the Cincinnati radio range, extending northeast to the 84th

meridian of west longitude.

(43) Airway traffic control area extension (Bowling Green, Ky.) From the Bowling Green, Ky., radio range station, extending within five miles on either side of the center line of the on course signal of the southeast course of the Bowling Green radio range, to a point 20 miles southeast of the radio range station.

(44) Airway traffic control area extension (Lafayette, Ind.) From the Lafayette, Ind., radio range station, ex-

tending within five miles on either side of the center line of the on course signal of the southwest course of the Lafayette range to a point 20 miles southwest of the radio range station, and extending within five miles on either side of the center line of the on course signal of the northeast course of the Lafayette radio range to Red civil airway No. 14.

(45) Airway traffic control area extension (Presque Isle, Maine) From the Presque Isle, Maine, radio range station, within 5 miles either side of the center line of the south course of the Presque Isle radio range, extending 20 miles south of the Presque Isle. Maine, radio range

station.

(46) Airway traffic control area extension (Montpelier, Vt.) From the Montpelier, Vt., radio range station, within 5 miles either side of the center line of the northeast course of the Montpelier, Vt., radio range, extending 20 miles northeast of the Montpelier, Vt., radio range station.

(47) Airway traffic control area extension (Bangor, Maine) From the Bangor, Maine, radio range station within 5 miles either side of the center line of the northwest course of the Bangor, Maine, radio range, extending 30 miles northwest of the Bangor, Maine, radio range station and within 5 miles either side of the center line of the southeast course of the Bangor, Maine, radio range, extending 10 miles southeast of Dow Field.

(48) Airway traffic control area extension (Syracuse, N. Y.) From the Syracuse, N. Y., radio range station, within 5 miles either side of the center line of the north course of the Syracuse, N. Y., radio range, extending 20 miles north of the Syracuse, N. Y., radio range station.

(49) Airway traffic control area extension (Utica, N. Y.) From the Utica, N. Y., radio range station, within 5 miles either side of the center line of the northwest course of the Utica, N. Y., radio range. extending 20 miles northwest of the Utica, N. Y., radio range station.

(50) Airway traffic control area extension (Hartford, Conn.) From the Hartford, Conn., radio range station, within 5 miles either side of the center line of the southeast course of the Hartford radio range, extending 20 miles southeast of the Hartford, Conn., radio range station.

(51) Airway traffic control area extension (Portland, Maine) From the Portland, Maine, radio range station, within 5 miles either side of the center line of the northwest course of the Portland, Maine, radio range, extending 20 miles northwest of the Portland, Maine, radio range station.

(52) Airway traffic control area extension (Westfield, Mass.) From the Westfield, Mass., radio range station, within 5 miles either side of the center line of the north course of the Westfield radio range, extending 10 miles north of the Barnes Airport.

(53) Airway traffic control area extension (Houlton, Maine) From the Houlton, Maine, radio range station, within 5 miles either side of the center line of the south course of the Houlton, Maine,

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radio range, extending 10 miles south of the Houlton Army Air Field.

(54) Airway traffic control area extension (Philipsburg, Pa.) From the Philipsburg, Pa., radio range station, within 5 miles either side of the center line of the north course of the Philipsburg, Pa., radio range, extending 20 miles north of the Philipsburg, Pa., radio range station.

(55) Airway traffic control area extension (Elmira, N. Y.) From the Elmira, N. Y., radio range station, within 5 miles either side of the center line of the southwest course of the Elmira, N. Y., radio range, extending 20 miles southwest of the Elmira, N. Y., radio range station.

(56) Airway traffic control area extension (Wilkes-Barre, Pa.). From the Wilkes-Barre, Pa., radio range station, within 5 miles either side of the center line of the northeast course of the Wilkes-Barre, Pa., radio range, extend-ing 20 miles northeast of the Wilkes-Barre, Pa., radio range station.

(57) Airway traffic control area extension (Altoona, Pa.) From the Altoona, Pa., radio range station, within 5 miles either side of the center line of the north course of the Altoona, Pa., radio range, extending 20 miles north of the Altoona, Pa., radio range station; and within 5 miles either side of the center line of the south course of the Altoona, Pa., radio range, extending 10 miles south of the Altoona-Blair County Airport.

(58) -Airway traffic control area extension (Martinsburg, W Va.) From the Martinsburg, W Va., radio range station, within 5 miles either side of the center line of the southwest course of the Martinsburg, W Va., radio range, extending 20 miles southwest of the Martinsburg, W. Va., radio range station; and within 5 miles either side of the center line of the northeast course of the Martinsburg, W. Va., radio range, extending 10 miles northeast of the Shepherd Airport.

(59) Airway traffic control area extension (Lynchburg, Va.) From the Lynchburg, Va., radio range, within 5 miles either side of the center line of the north course of the Lynchburg, Va., radio range, extending 20 miles north of the Lynchburg, Va., radio range station; and within 5 miles either side of the center line of the south course of the Lynchburg, Va., radio range, extending 10 miles south of the Preston Glenn Airport.

(60) Airway traffic control area extension (Elkins, W Va.) From the Elkins, W Va., radio range station, within 5 miles either side of the center line of the south course of the Elkins radio range, extending 10 miles south of the Elkins. W. Va., Airport.

(61) Airway traffic control area extension (Gordonsville, Va.) From the Gordonsville, Va., radio range station, within 5 miles either side of the center line of the southeast course of the Gordonsville, Va., radio range, extending 10 miles southeast of the C. A. A. Intermediate Field.

(62) Airway traffic control area extension (Raleigh, N. C.). From the Raleigh, N. C., radio range station, within 5 miles either side of the center line of the southeast course of the Raleigh, N. C., radio range, extending 20 miles southeast of the Raleigh, N. C., radio range station.

(63) Airway traffic control area extension (Roanoke, Va.) From the Roanoke, Va., radio range station, within 5 miles either side of the center line of the south course of the Roanoke, Va., radio range, extending 20 miles south of the Roanoke, Va., radio range station; and within 5 miles either side of the center line of the north course of the Roanoke, Va., radio range, extending 10 miles north of Woodrum Field.

(64) Airway traffic control area extension (Chicopee Falls, Mass.). From the Westover radio range station, Chicopee Falls, Mass., within 5 miles either side of the center line of the northwest course of the Westover radio range, Chicopee Falls, Mass., extending to a point 25 miles northwest of the Westover radio range station.

(65) Airway traffic control area extension (Pendleton, Oreg.). From the Pendleton, Oreg., radio range station, within 5 miles either side of the center line of the northwest course of the Pendleton, Oreg., radio range, extending to a point 30 miles northwest of the Pendieton, Oreg., radio range station.

(66) Airway traffic control area extension (Mitchel Field, N. Y.) From the Mitchel Field, N. Y., radio range, within 7 miles either side of the center line of the east course of the Mitchel Field, N. Y., radio range, extending to Fire Island, N. Y.

(67) Airway traffic control area extension (Dayton, Ohio) From the Dayton, Ohio, radio range station within 5 miles either side of the west course of the Dayton, Ohio, radio range, extending to its intersection with the northeast course of the Indianapolis, Ind., radio range.

§ 601.5 Scope of airport approach zones. Each airport approach zone shall include the navigable air space above all that area on the surface of the earth lying within the specified radius of the center points prescribed for such zone (except where otherwise described herein) but shall not include any of the air space of an air-space reservation.

§ 601.6 Designation of airport approach zones. The following described portions of the navigable air space of the United States are hereby designated as airport approach zones:

(a) Within a ten mile radius of the following airports:

Cherry Point, N. C.. Cherry Point MCAS. Elmira, N. Y.. Chemung County Airport. Fairfield, Calif.. Fairfield-Sulcun AAF. San Antonio, Tex.. Randolph Field. San Marcos, Tex., San Marcos Army Air

(b) Within the specified radius of the following points:

(1) Salina, Kans. (Smoly Hill AAF) Airport Approach Zone. Within a 30 mile radius of Smoky Hill AAF, Salina, Kans.

(2) Roswell, N. Mex. (Roswell Army Air Field), Airport Approach Zone. Within a 30 mile radius of Roswell Army Air Field, Roswell, N. Mex.

(3) Patuxent River, Md. (Patuxent Naval Air Station), Airport Approach Zone. Within a 25 mile radius of Patuxent Naval Air Station, Patuxent River. Md., up to and including the altitude of 4,000 feet above mean sea level.

(4) Albany, Ga. (Turner Army Air Field), Airport Approach Zone. Within a 25 mile radius of Turner Army Air Field, Albany, Ga., up to and including the altitude of 6,000 feet above mean sea level.

(c) Within a ten mile radius of the following airports, excluding those portions of the zones lying outside the boundariesof civil airways:

Aliron, Colo.. C. A. A. Int. Field. Anchorage, Alaska: Merrill Field. Annette Island, Alaska: C. A. A. Field. Big Delta, Alacka: C. A. A. Field. Fairbanks, Alaska: Weeks Field Homer, Alaska: C. A. A. Field. Kenal, Alaska: C. A. A. Field. Nenana, Alaska: C. A. A. Field. Northway, Alacka: C. A. A. Field. Sloux Falls, S. Dalt.. Sloux Falls Municipal Airport.

Skwentna, Alaska: C. A. A. Field. Smithville, Tenn.. C. A. A. Int. Field. Tanacross, Alaska: C. A. A. Field.

§ 601.7 Scope of airport traffic zones. Each airport traffic zone shall include the navigable air space above all that area on the surface of the earth lying within the specified radius of the center points prescribed for such zone (except where otherwise described herein) but shall not include any of the air space of an air-space reservation.

§ Col.8 Designation of airport traffic zones. The following described portions of the navigable air space of the United States are hereby designated as airport traffic zones.

(a) Within a three mile radius of the following airports:

Dubols, Idaho: Dubols Intermediate Field. Bozeman, Mont.. Gallatin-Bozeman Municipal Airport.

Custer, Mont.. Custer Intermediate Field. Cut Bank, Mont.. Cut Bank Municipal Airport.

Dillon, Mont.. Dillon Intermediate Field. Drummond, Mont.. Drummond Municipal Airport.

Lewistown, Mont., Lewistown Municipal Airport.

Miles City, Mont., Miles City Municipal

Miccoula, Mont. Miscoula County Airport. Whitehall, Mont., Whitehall Municipal Airport. Baker, Oreg., Baker Municipal Airport.

Eugene, Oreg., Mahlon-Sweet Airport. Klamath Falls, Oreg.: Klamath Falls Mu-

Redmond, Oreg.: Redmond-Roberts Field. Salem, Oreg.: Salem-McNary. The Dalles, Oreg.. The Dalles Municipal

Airport. Elleneburg, Wash.. Bowers Field. Ephrata, Wash.. Ephrata Municipal Air-

port.

Spokane, Wash.. Spokane AAF. Toledo, Wash.. Toledo Intermediate Airport.

Lucin, Utah: Intermediate Field. Needles, Calif.. Needles Airport. Williams, Colif.. Intermediate Field. Allentown, Pa., Allentown-Bethlehem Airport.

Alteena, Pa., Alteena-Blair County Airport.

Blackstone, Va., Blackstone A. A. F. Gordonoville, Va.. C. A. A. Intermediate Field.

Philadelphia, Pa., Philadelphia Northeast Airport.

Wilkes-Barre, Pa.. Wilkes-Barre Municipal Airport.

Williamsport, Pa.. Williamsport Municipal Airport.

Acomita, N. Mex.. C. A. A. Intermediate Field.

Columbus, N. Mex.. C. A. A. Intermediate Field.

Corpus Christi, Tex.. Cliff Maus Airport, El Morro, N. Mex.. C. A. A. Intermediate Field.

Engle, N. Mex.. C. A. A. Intermediate Field.
Navasota, Tex: C. A. A. Intermediate Field.
Palacios, Tex.. Palacios Airport.
Rodeo, N. Mex.. C. A. A. Intermediate Field.
Aberdeen, S. Dak.. Aberdeen Airport.
Chanute, Kans.. Municipal Airport.
Bendix, N. J.. Teterboro Air Terminal.
Giendale, Calif.. Grand Central Airport.

(b) Within a five mile radius of the following airports:

Bolse, Idaho.. Boise Air Terminal. Billings, Mont.. Billings Municipal Airport. Great Falls, Mont.. Great Falls Municipal irport.

Medford, Oreg.. Medford AAF.
Portland, Oreg.. Portland AAF.
Seattle, Wash.. Boeing Field.
Spokane, Wash.. Geiger AAF.
Tacoma, Wash.. McChord Field.
Walia Walla, Wash.. Walla Walla AAF.
St. Paul, Minn.. Helman Airport.
Fresno, Calif.. Hammer Field.
Ogden, Utah.. Hill Field.
Red Bluff, Calif.. Red Bluff Municir

Red Bluff, Calif.. Red Bluff Municipal (Bidwell Field).

Reno, Nev.. Hubbard Field. Riverside, Calif.. March Field. Santa Barbara, Calif.. Santa Barbara Mu-

nicipal (Goleta Field).
Sunnyvale, Calif.. Moffett Field.
Tucson, Ariz.. Davis-Monthan Field.
Tucson, Ariz.. Municipal Airport No. 2
(Consolidated).

Winslow, Ariz.. Winslow Airport.
Bridgeport, Conn.. Bridgeport Municipal
Airport.

Elkins, W. Va.. Elkins Airport.
Houlton, Maine: Houlton Airport.
Lynchburg, Va.. Preston Glenn Airport.
Martinsburg, W. Va.. Martinsburg Airport.
Montpeller, Vt.. Barre-Montpelier Airport.
Newburgh, N. Y.. Stewart A. A. F.
New York, N. Y.. LaGuardia Field.
Presque Isle, Maine: Presque Isle A. A. F.
Pulaski, Va.. Leving Field.
Roanoke, Va.. Woodrum Field.
Rome, N. Y.. Rome A. A. F.
Syracuse, N. Y.. Syracuse Municipal Airort.

Westfield, Mass.. Barnes Airport.
Abilene, Tex.. Abilene Air Terminal.
Alice, Tex.. Alice Airport.
Austin, Tex.. Acobert Mueller Airport.
Beaumont, Tex.. Jefferson County Airport.
Gage, Okla.. Gage Airport.
Lake Charles, La.. Lake Charles A. A. F.
Las Vegas, N. Mex.. Las Vegas Airport.
Oklahoma City, Okla.. Will Rogers Field.
Otto, N. Mex.. C. A. A. Intermediate Field.
Salt Flat, Tex.. C. A. A. Intermediate Field.
San Antonio, Tex.. Alamo Field.
Santa Fe, N. Mex.. Santa Fe Airport.
Texarkana, Ark.. Texarkana Airport.
Tucumcari, N. Mex.. Tucumcari Airport.
Tyler, Tex.. Pounds Field.
Waco, Tex.. Waco Municipal Airport.
Wichita Falls, Tex.. Sheppard (Kell) Field.
Wink, Tex.. Wink Airport.

- (c) Additional arrort traffic zones—
  (1) Albany, N. Y., Airport Traffic Zone.
  Within a 5 mile radius of the Albany Municipal Airport and within 2 miles either side of the north course of Albany radio range extending 10 miles from the radio range station.
- (2) Augusta, Maine, Airport Traffic Zone. Within a 5 mile radius of the Augusta State Airport and within 2 miles

either side of the southwest course of Augusta radio range extending 10 miles from the radio range station.

(3) Baltimore, Md., Airport Traffic Zone. Within a 5 mile radius of the Baltimore Municipal Airport and within 2 miles either side of the south course of Baltimore radio range extending 10 miles from the radio range station.

(4) Bangor Maine, Airport Traffic Zone. Within a 5 mile radius of Dow Field and within 2 miles either side of the northwest course of Bangor radio range extending to the east corinth fan marker.

(5) Boston, Mass., Airport Traffic Zone. Within a 5 mile radius of Logan International Airport, within 2 miles either side of the north course of Boston radio range extending to the Peabody fan marker and within 2 miles either side of the southwest course of Boston radio range extending to the Franklin fan marker.

(6) Buffalo, N. Y., Airport Traffic Zone. Within a 5 mile radius of the Buffalo Municipal Airport and within 2 miles either side of the northeast course of Buffalo radio range extending to the Wolcottsville fan marker.

(7) Burlington, Vt., Airport Traffic Zone. Within a 5 mile radius of the Burlington Municipal Airport and within 2 miles either side of the northwest course of Burlington radio range extending to the Grand Isle fan marker.

(8) Concord, N. H., Airport Traffic Zone. Within a 5 mile radius of the Concord Municipal Airport and within 2 miles either side of the southeast course of Concord radio range extending 10 miles from the radio range station.

(9) Erie, Pa., Airport Traffic Zone. Within a 5 mile radius of Port Erie Airport and within 2 miles either side of the southwest course of Erie radio range extending to the North Springfield fan marker.

(10) Harrisburg, Pa., Airport Traffic Zone. Within a 5 mile radius of Harrisburg State Airport and within 2 miles either side of the east and west courses of Harrisburg radio range extending 10 miles east and west of the radio range station.

(11) Hartford, Conn., Airport Traffic Zone. Within a 5 mile radius of Brainard Field and within 2 miles either side of the southeast course of Hartford radio range extending 10 miles from the radio range station.

(12) Millinocket, Maine, Airport Traffic Zone. Within a 5 mile radius of Millinocket Municipal Airport and within 2 miles either side of the east course of Millinocket radio range extending 10 miles from the radio range station.

(13) Newark, N. J., Airport Traffic Zone. Within a 5 mile radius of Newark Municipal Airport and within 2 miles either side of the southwest course of Newark radio range extending to the Metuchen fan marker.

(14) Norfolk, Va., Airport Traffic Zone. Within a 5 mile radius of Norfolk Municipal Airport and within 2 miles either side of the southwest course of Norfolk radio range extending to the Deep Creek fan marker.

(15) Philadelphia, Pa., Airport Traffic Zone. Within a 5 mile radius of Phil-

adelphia Southwest Airport and within 2 miles either side of the west course of Philadelphia radio range extending to the Boothwyn fan marker.

(16) Philipsburg, Pa., Airport Traffic Zone. Within a 5 mile radius of the Philipsburg State Airport and within 2 miles either side of the north course of Philipsburg radio range extending 10 miles from the radio range station.

(17) Pittsburgh, Pa., Airport Trame Zone. Within a 5 miles radius of the Allegheny County Airport and within 2 miles either side of the west course of Pittsburgh radio range extending to the Cecil fan marker.

(15) Portland, Maine, Airport Traffic Zone. Within a 5 mile radius of Portland Municipal Airport and within 2 miles either side of the northwest course of Portland radio range extending 10 miles from the radio range station.

(19) Providence, R. I., Airport Traffic Zone. Within a 5 mile radius of the Theodore Francis Greene Airport (excluding area which would intercept danger area in vicinity of Ohio Ledge-Gull Point, R. I.) and within 2 miles either side of the southwest course of Providence radio range extending 10 miles from the radio range station.

(20) Richmond, Va., Airport Traffic Zone. Within a 5 mile radius of the Richmond Municipal Airport and within 2 miles either side of the southwest course of Richmond radio range extending to the Chester fan marker.

(21) Rochester N. Y., Airport Trame Zone. Within a 5 mile radius of the Rochester Municipal Airport and within 2 miles either side of the east course of Rochester radio range extending 10 miles from the radio range station.

(22) Washington, D. C., Airport Traffic Zone. Within a 5 mile radius of Washington National Airport (excluding that portion which would lie within the Airspace Reservation established by Executive Order No. 8950 as amended by Executive Order No. 9153) and within 2 miles either side of the southwest course of Washington radio range extending to the Doncaster fan marker.

(23) Albuquerque, N. Mex., Airport Traffic Zone. Within a 5 mile radius of Kirtland Field and within 2 miles either side of the south course of Albuquerque radio range extending to the Peralta fan marker.

(24) Amarillo, Tex., Airport Traffic Zone. Within a 5 mile radius of English Field and within 2 miles either side of the west course of Amarillo radio range extending to the Soncy fan marker.

(25) Big Spring, Tex., Airport Traffic Zone. Within a 5 mile radius of Big Spring Airport and within 2 miles either side of the west course of Big Spring radio range extending to the Stanton fan marker.

(26) Brownsville, Tex., Airport Traffic Zone. Within a 5 mile radius of Brownsville International Airport (excepting that portion of such circle which lies within Mexico) and within two miles either side of the northwest course of Brownsville radio range extending to the Los Fresnos fan marker.

(27) Dallas, Tex., Airport Traffic Zone, Within a 5 mile radius of Love Field, within 2 miles either side of the south

course of Dallas radio range extending to the Duncanville fan marker, and within 2 miles either side of the north course of Dallas radio range extending to the Dallas intersection (intersection of the north course of Dallas radio range and the northeast course of Fort Worth radio range)

(28) El Paso, Tex., Airport Traffic Zone. Within a 5 mile radius of El Paso Municipal Airport and within 2 miles. either side of the east course of El Paso radio range extending to the Hueco

Mountain fan marker.

(29) Fort Worth, Tex., Airport Traffic Zone. Within a 5 mile radius of Meacham Field and within 2 miles either side of the north course of Fort Worth radio-range extending to the Haslet fan marker.

(30) Galveston, Tex., Airport Traffic Zone. Within a 5 mile radius of Galveston Airport and within 2 miles either side of the northwest course of Galveston radio range extending 3 miles northwest of the radio range station.

(31) Houston, Tex., Airport Traffic Zone. Within a 5 mile radius of Houston Municipal Airport and within 2 miles either side of the southeast course of Houston radio range extending to the

Webster fan marker.

(32) Laredo, Tex., Airport Traffic Zone. Within a 5 mile radius of Laredo A. A. F. Airport and within 2 miles either side of the northwest course of Laredo radio range extending 3 miles northwest of the radio range station excepting that portion of such zone that would lie within Mexico.

(33) Little Rock, Ark., Airport Traffic Zone. Within a 5 mile radius of Adams Field and within 2 miles either side of the southeast course of Little Rock radio range extending 3 miles southeast of the

radio range station.

(34) Monroe, La., Airport Traffic Zone. Within a 5 mile radius of Selman Field and within 2 miles either side of the southwest course of Monroe radio range extending 4 miles southwest of the radio range station.

(35) New Orleans, La., Airport Traffic Zone. Within a 5 mile radius of Moisant International Airport, within 2 miles either side of the west course of New Orleans radio range extending to the La Place fan marker and within 2 miles either side of the east course of New Orleans radio range extending to the boundary of the New Orleans Airport Traffic Zone.

(36) Ponca City, Okla., Airport Traffic Zone. Within a 10 mile radius of Ponca City Airport.

(37) San Angelo, Tex., Airport Traffic Zone. Within a 10 mile radius of Mathis Field (San Angelo A. A. F.)

(38) Shreveport, La., Airport Traffic Zone. Within a 5 mile radius of Shreveport Municipal Airport and within 5 miles either side of the northwest course of Shreveport radio range extending to the Dixie fan marker.

(39) Tulsa, Okla., Airport Traffic Zone. Within a 5 mile radius of Tulsa Airport, within 2 miles either side of the northeast course of Tulsa radio range extending to the Verdigris River fan marker, within 2 miles either side of the northwest course of Tulsa radio range extending to the Skiatook fan marker and within 2 miles either side of the southwest course of Tulsa radio range extending to the Red Fork fan marker.

(40) Advance, Mo., Airport Trafile Zone. Within a 3 mile radius of the center of the C. A. A. Intermediate Field and within 2 miles either side of the center line of the south course of Advance radio range extending 10 miles from the radio range station.

(41) Akron, Colo., Airport Traffic Zone. Within a 3 mile radius of the C. A. A. Intermediate Field and within 2 miles either side of the center line of the north and south courses of Akron radio range extending 10 miles north of

the radio range station.

(42) Burlington, Iowa, Airport Traffic Zone. Within a 5 mile radius of Burlington Municipal Airport and within 2 miles either side of the center line of the south course of Burlington radio range extending 10 miles from the radio range station.

(43) Casper, Wyo., Airport Traffic Zone. Within a 5 mile radius of Wardwell Field and within 2 miles either side of the center line of the east course of Casper radio range extending 10 miles

from the radio range station.

(44) Cheyenne, Wyo., Airport Traffic Zone. Within a 5 mile radius of Cheyenne Municipal Airport, within 2 miles either side of the center line of the west course of Cheyenne radio range extending to the Silver Crown fan marker and within 2 miles either side of the center line of the east course of Cheyenne radio range extending 10 miles from the radio range station.

(45) Colorado Springs, Colo., Airport Traffic Zone. Within a 5 mile radius of Petersen A. A. F. Airport and within 2 miles either side of the center line of the north course of Colorado Springs radio range extending 10 miles from the

radio range station.

(46) Columbia, Mo., Airport Traffic Zone. Within a 5 mile radius of Columbia Municipal Airport and within 2 miles either side of the center line of the west course of Columbia radio range extending 10 miles from the radio range station.

- (47) Denver Colo., Airport Traffic Zone. Within a 5 mile radius of Stapleton Field, within 2 miles either side of the center line of the north course of Denver radio range extending to the Henderson fan marker and within 2 miles either side of the center line of the south course of Denver radio range extending 10 miles from the radio range station.
- (48) Des Moines, Iowa, Airport Traffic Zone. Within a 5 mile radius of Des Moines Municipal Airport and within 2 miles either side of the center line of the south course of Des Moines radio range extending 10 miles from the radio range station.
- (49) Fort Bridger Wyo., Airport Traffic Zone. Within a 3 mile radius of the C. A. A. Intermediate Field and within 2 miles either side of the center line of the east course of Fort Bridger radio range extending 10 miles from the radio range station.

(50) Garden City, Kans., Airport Traffic Zone. Within a 5 mile radius of Garden City Municipal Airport and within 2 miles either side of the center line of the north course of Garden City radio range extending 10 miles from the radio range station.

(51) Grand Island, Nebr., Airport Traffic Zone. Within a 5 mile radius of the Grand Island A. A. F. Airport and within 2 miles either side of the center line of the north course of Grand Island radio range extending 10 miles from the radio range station.

(52) Hayes Center Nebr., Airport Traffic Zone. Within a 3 mile radius of the C. A. A. Intermediate Field and within 2 miles either side of the west course of Hayes Center radio range extending 10 miles from the radio range station.

(53) Huron, S. Dak., Airport Traffic Zone. Within a 5 mile radius of the Huron Municipal Airport and within 2 miles either side of the center line of the southwest course of Huron radio range extending 10 miles from the radio range station.

(54) Hutchmson, Kans., Airport Trafflc Zone. Within a 5 mile radius of the Hutchinson Municipal Airport and within 2 miles either side of the center line of the south course of Hutchinson radio range extending 10 miles from the radio range station.

(55) Joplin, Mo., Airport Traffic Zone. Within a 5 mile radius of the Joplin Municipal Airport and within 2 miles either side of the center line of the north and south courses of Joplin radio range extending 10 miles north of the radio

range station.

(56) Kansas City, Mo., Airport Traffic Zone. Within a 5 mile radius of Kansas City Municipal Airport, within 2 miles either side of the center line of the north course of Kansas City radio range extending to the Linkville fan marker and within 2 miles either side of the localizer course (351° outbound) of the Instrument Low Approach System extending 10 miles north of the airport.

(57) Kirl:sville, Mo., Airport Traffic one. Within a 3 mile radius of the Kirksville Municipal Airport and within 2 miles either side of the center line of the southeast course of Kirksville radio range extending 10 miles from the radio

range station.

(58) La Junta, Colo., Airport Traffic Zone. Within a 5 mile radius of the La Junta A. A. F. Airport and within 2 miles either side of the center line of the northeast course of La Junta radio range extending 10 miles from the radio range station.

(59) Laramie, Wyo., Airport Traffic Zone.. Within a 5 mile radius of General Brees Field and within 2 miles either side of the center line of the northwest course of Laramie radio range extending 10 miles from the radio range station.

- (60) Lebo, Kans., Airport Traffic Zone. Within a 3 mile radius of the C. A. A. Intermediate Field and within 2 miles either side of the center line of the southeast course of Lebo radio range extending 10 miles from the radio range station.
- (61) Lincoln, Nebr., Airport Traffic Zone. Within a 5 mile radius of the Lincoln Municipal Airport and within 2 miles either side of the center line of the north course of Lincoln radio range ex-

tending 10 miles from the radio range station.

(62) Mason City, Iowa, Airport Traffic Zone. Within a 3 mile radius of the Mason City Municipal Airport and within 2 miles either side of a line 180° true from Mason City non-directional radio-beacon extending 10 miles from the radio beacon.

(63) North Platte, Nebr., Airport Traffic Zone. Within a 5 mile radius of Lee Bird Field and within 2 miles either side of the center line of the south course of North Platte radio range extending 10 miles from the radio range station.

(64) Omaha, Nebr., Airport Traffic Zone. Within a 5 mile radius of Omaha Municipal Airport and within 2 miles either side of the center line of the north course of Omaha radio range extending 10 miles from the radio range station.

(65) Pierre, S. Dak., Airport Traffic Zone. Within a 5 mile radius of the Pierre A. A. F. Airport and within 2 miles either side of the center line of the east course of Pierre radio range extending 10 miles from the radio range station.

(66) Pueblo, Colo., Airport Traffic Zone. Within a 5 mile radiu. of the Pueblo Municipal Airport and within 2 miles either side of the center line of the southeast course of Pueblo radio range extending 10 miles from the radio range station.

(67) Rapid City, S. Dak., Airport Traffic Zone. Within a 5 mile radius of the Rapid City A. A. F., Airport and within 2 miles either side of the center line of the south and north courses of Rapid City radio range extending 10 miles south of the radio range station.

(68) Rock Springs, Wyo., Airport Traffic Zone. Within a 5 mile radius of the Rock Springs Municipal Airport and within 2 miles either side of the center line of the east course of Rock Springs radio range extending 10 miles from the radio range station.

(69) St. Joseph, Mo., Airport Traffic Zone. Within a 5 mile radius of Rosecrans Field and within 2 miles either side of the south course of St. Joseph radio range extending 10 miles from the radio range station.

(70) St. Louis, Mo., Airport Traffic Zone. Within a 5 mile radius of the Lambert-St. Louis Municipal Airport and within 2 miles either side of the center line of the east course of St. Louis radio range extending to the Spanish Lake fan marker.

(71) Scottsbluff, Nebr., Airport Traffic Zone. Within a 5 mile radius of Scottsbluff Municipal Airport and within 2 miles either side of the center line of the southeast and northwest courses of Scottsbluff radio range extending 10 miles southeast of the radio range station.

(72) Sheridan, Wyo., Airport Traffic Zone. Within a 5 mile radius of the Sheridan Municipal Airport and within 2 miles either side of the center line of the southeast course of Sheridan radio range extending 10 miles from the radio range station.

(73) Sinclair Wyo., Airport Traffic Zone. Within a 3 mile radius of the C. A. A. Intermediate Field and within 2 miles either side of the center line of the west course of Sinclair radio range

extending 10 miles from the radio range station.

(74) Sioux City, Iowa, Airport Traffic Zone. Within a 5 mile radius of Sioux City Municipal Airport and within 2 miles either side of the center line of the south course of Sioux City radio range extending to the Sloan fan marker.

(75) Springfield, Mo., Airport Traffic Zone. Within a 5 mile radius of Springfield Municipal Airport and within 2 miles either side of the center line of the southeast and northwest courses of Springfield radio range extending 10 miles northwest of the radio range station.

(76) Topeka, Kans., Airport Traffic Zone. Within a 5 mile radius of Phillip Billard Airport and within the confines of Red Civil Airway No. 1 extending 10 miles east and west of the airport.

(77) Trinidad, Colo., Airport Traffic Zone. Within a 3 mile radius of Trinidad Municipal Airport and within 2 miles either side of the center line of the north course of Trinidad radio range extending 10 miles from the radio range station.

(78) Vichy, Mo., Airport Traffic Zone. Within a 3 mile radius of Vichy Municipal Airport and within 2 miles either side of the center line of the southeast and northwest courses of Vichy radio range extending 10 miles southeast of the radio range station.

(79) Watertown, S. Dak., Airport Traffic Zone. Within a 5 mile radius of the Watertown, A. A. F., Airport and within 2 miles either side of the center line of the east course of Watertown radio range extending 10 miles from the radio range station.

(80) Wichita, Kans., Airport Traffic Zone. Within a 5 mile radius of Wichita Municipal Airport, within 2 miles either side of the center line of the north course of Wichita radio range extending to the Kechi fan marker and within 2 miles either side of the localiser course (192° inbound) of the Instrument Low Approach System extending 10 miles south of the airport.

(81) Coeur D'Alene, Idaho, Airport Traffic Zone. Within a 3 mile radius of the Coeur D'Alene Air Terminal, Coeur D'Alene, Idaho, and within 2 miles either side of the center line of the north course of Coeur D'Alene radio range, extending to the Coeur D'Alene radio range station.

(82) Akron, Ohio, Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the southwest course of the Akron, Ohio, radio range, extending 10 miles southwest of the radio range station.

(83) Alexandria, Minn., Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the north course of the Alexandria, Minn., radio range, extending 10 miles north of the radio range station.

(84) Battle Creek, Mich., Airport Trajfic Zone. Within a 5 mile radius of Kellogg Field and within 2 miles either side of the center line of the south course of the Battle Creek, Mich., radio range, extending 10 miles south of the radio range station.

(85) Bismarck, N. Dak., Airport Traffic Zone. Within a 5 mile radius of the

Municipal Airport and within 2 miles either side of the center line of the east course of the Bismarck, N. Dak., radio range, extending 10 miles east of the radio range station.

(86) Chicago, Ill., Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport, within 2 miles either side of the center line of the southeast course of the Chicago, Ill., radio range, extending to the Thornton intersection (intersection southeast course of Chicago radio range and east course of Harvey, Ill. radio range) and within 2 miles either side of the northwest course of the Chicago, Ill., radio range extending to the Franklin Park fan marker.

(87) Cincinnati, Ohio, Airport Traffic Zone. Within a 5 mile radius of the Lunken Airport and within 2 miles either side of the center line of the northeast course of the Cincinnati, Ohio, radio range extending 10 miles northeast of the Loveland fan marker.

(88) Cincinnati, Ohio, Airport Traffic Zone. Within a 5 mile radius of the Greater Cincinnati Airport (Covington, Ky.) and within 2 miles either side of the center line of the Instrument Low Approach System (360° magnetic and toward the airport) extending 14.3 miles south of the south end of the runway.

(89) Cleveland, Ohio, Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the west course of the Cleveland, Ohio, radio range, extending to the Eyria fan marker.

(90) Columbus, Ohio, Airport Traffic, Zone. Within a 5 mile radius of the Port Columbus Municipal Airport, within 2 miles either side of the center line of the west course of the Columbus, Ohio, radio range, extending to the Hilliard fan marker and within 2 miles either side of the center line of the east course of the Columbus radio range, extending to the Newark fan marker.

(91) Dayton, Ohio, Airport Trafflo Zone. Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the west course of the Dayton, Ohio, radio range, extending to the Verona fan marker.

(92) Detroit, Mich., Airport Traffic Zone. Within a 5 mile radius of the Detroit City Airport and within 2 miles either side of the center lines of the northwest and southeast courses of the Windsor radio, Windsor, Ontario, Canada, extending 10 miles southeast of the radio range station, excluding that portion which lies outside the continental limits of the United States.

(93) Dickinson, N. Dak., Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the north course of the Dickinson radio range, extending 10 miles north of the radio range station.

(94) Duluth, Minn., Airport Traffic Zone. Within a 5 mile radius of the Williamson-Johnson Airport and within 2 miles either side of the center line of the south course of the Duluth, Minn., radio range, extending 10 miles south of the radio range station.

(95) Effingham, Ill., Airport Traffle Zone. Within a 5 mile radius of the

Effingham Airport and within 2 miles elther side of the center line of the east course of the Effingham, Ill., radio range, extending 10 miles east of the radio range station.

(96) Evansville, Ind., Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the north course of the Evansville, Ind., radio range, extending 10 miles north of the radio range station.

(97) Fargo, N. Dak., Airport Traffic Zone. Within a 5 mile radius of Hector Field and within 2 miles either side of the center line of the east course of the Fargo, N. Dak., radio range, extending 10 miles last of the radio range station.

(98) Flint, Mich., Airport Traffic Zone. Within a 5 mile radius of the Bishop Airport, within 2 miles either side of a line 307° magnetic and toward the airport, extending 10 miles southeast of the airport and within 2 miles either side of a line 73° magnetic and toward the airport, extending 10 miles west of the airport.

(99) Fort Wayne, Ind., Airport Traffic Zone. Within a 5 mile radius of Baer Field and within 2 miles either side of the center line of the southwest course of the Fort Wayne, Ind., radio range, extending 10 miles southwest of the radio range station.

(100) Glennew, Ill., Airport Traffic Zone. Within a 5 mile radius of the Glenview, Ill., Naval Air Station and within 2 miles either side of the center line of the northwest course of the Glenview, Ill., radio range, extending 10 miles northwest of the radio range station.

(101) Goshen, Ind., Airport Traffic Zone. Within a 5 mile radius of the Goshen Airport and within 2 miles either side of the center line of the west course of the Goshen, Ind., radio range, extending 10 miles west of the radio range station.

(102) Grand Forks, N. Dak., Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the south course of the Grand Forks, N. Dak., radio range, extending 10 miles south of the radio range station.

(103) Grand Rapids, Mich., Airport Traffic Zone. Within a 5 mile radius of the Kent County Airport and within 2 miles either side of the center line of the southeast course of the Grand Rapids radio range, extending 10 miles southeast of the radio range station.

(104) Huntington, W Va., Airport Traffic Zone. Within a 5 mile radius of the Mayes Airport, Chesapeake, Ohio, and within 2 miles either side of the center line of the west course of the Huntington, W. Va., radio range, extending 10 miles west of the radio range station.

(105) Indianapolis, Ind., Airport Trajfic Zone. Within a 5 mile radius of the Municipal Airport, within 2 miles either side of the center line of the west course of the Indianapolis, Ind., radio range, extending to the Greencastle fan marker and within 2 miles either side of the center line of the north course of the Indianapolis, Ind., radio range extending to the Advance fan marker.

(106) Jamestown, N. Dal., Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the east course of the Jamestown, N. Dak., radio range, extending 10 miles east of the radio range station.

(107) Joliet, Ill., Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the northwest course of the Joliet, Ill., radio range, extending 10 miles northwest of the radio range station.

(108) Lansing, Mich., Airport Traffic Zone. Within a 5 mile radius of the Capitol City Airport and within 2 miles either side of the center line of the east course of the Lansing, Mich., radio range, extending 10 miles east of the radio range station.

(109) Lajayette, Ind., Airport Traffic Zone. Within a 5 mile radius of the Purdue University Airport and within 2 miles either side of the center line of the southwest course of the Lajayette, Ind., radio range, extending 10 miles southwest of the radio range station.

(110) Lone Rock, Wis., Airport Traffic Zone. Within a 5 mile radius of the Lone Rock, Wis., Municipal Airport and within 2 miles either side of the center line of the west course of the Lone Rock radio range, extending 10 miles west of the radio range station.

(111) Louisville, Ky., Airport Traffic Zone. Within a 5 mile radius of Bowman Field and within 2 miles either side of the center line of the east course of the Louisville, Ky. radio range, extending to the Eastwood fan marker.

(112) Madison, Wis., Airport Traffic Zone. Within a 5 mile radius of the Truax Airport and within 2 miles either side of the center line of the southeast course of the Madison, Wis. radio range, extending 10 miles southeast of the radio range station.

(113) Milwaukce, Wis., Airport Traffic Zone. Within a 5 mile radius of the General Mitchell Airport and within 2 miles either side of the center line of the south course of the Milwaukce, Wis., radio range, extending to the Kenosha fan marker.

(114) Minneapolis, Minn., Airport Traffic Zone. Within a 5 mile radius of the Wold-Chamberlain Airport and within 2 miles either side of the center line of the southeast course of the Minneapolis, Minn., radio range, extending to the Hastings fan marker.

(115) Minot, N. Dak., Airport Traffic Zone. Within a 5 mile radius of the Port O'Minot Field and within 2 miles either side of the center line of the southeast course of the Minot radio range, extending 10 miles southeast of the radio range station.

(116) Moline, Ill., Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport, within 2 miles either side of the center line of the west course of the Moline localizer, extending 10 miles west of the station and within 2 miles either side of the south course of the Moline radio range, extending from the radio range station to the intersection of the south course of the Moline radio range and the west course of the Moline localizer.

(117) Muskegon, Mich., Airport Traffic Zone. Within a 5 mile radius of the Muskegon County Airport and within 2 miles either side of the center line of the southeast course of the Muskegon, Mich., radio range, extending 10 miles southeast of the radio range station.

(118) Pembina, N. Dak., Airport Traffic Zone. Within a 5 mile radius of the Pembina Airport and within 2 miles either side of the center line of the south course of the Pembina, N. Dak., radio range, extending 10 miles south of the radio range station, excluding that portion which lies outside the continental limits of the United States.

(119) Peoria, Ill., Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the north course of the Peoria, Ill., radio range, extending 10 miles north of the radio range station.

(120) Rochester, Minn., Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the south course of the Rochester, Minn., radio range, extending 10 miles south of the radio range station.

(121) Rockford, Ill., Airport Traffic Zone. Within a 5 mile radius of the Mac-Hesney Airport and within 2 miles either side of the center line of the southwest course of the Rockford, Ill., radio range, extending 10 miles southwest of the radio range station.

(122) Romulus, Mich., Airport Traffic Zone. Within a 5 mile radius of the Romulus Army Air Field and within 2 miles either side of the center line of the west course of the Romulus, Mich., radio range, extending to the Saline fan marker.

(123) South Bend, Ind., Airport Traffic Zone. Within a 5 mile radius of the Bendix Airport within 2 miles either side of the center line of the west course of South Bend, Ind., radio range, extending 10 miles west of the radio range station and within 2 miles either side of the center line of the east course of South Bend radio range, extending to the Umon intersection (intersection of north course of Goshen radio range, Goshen, Ind., and east course of South Bend, Ind., radio range).

(124) Springfield, III., Airport Traffic Zone. Within a 5 mile radius of the Springfield Airport and within 2 miles either side of the center line of the northwest course of the Springfield, III., radio range, extending 10 miles northwest of the radio range station.

(125) Terre Haute, Ind., Airport Trajfic Zone. Within a 5 mile radius of Hulman Field and within.2 miles either side of the center line of the west course of Terre Haute, Ind., radio range, extending 10 miles west of the radio range station.

(126) Toledo, Ohio, Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the south course of the Toledo, Ohio, radio range, extending to the Bowling Green fan marker.

(127) Youngstown, Ohio, Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the north course of the Youngstown, Ohio, radio

range, extending 10 miles north of the

radio range station.

(128) Ypsilanti, Mich., Airport Traffic Zone. Within a 5 mile radius of Willow Run Airport within 2 miles either side of a line 275° magnetic and toward the station, extending 5 miles beyond the circular area and within 2 miles either side of a line 65° magnetic and toward the station, extending 5 miles beyond the circular area.

(129) Bowling Green, Ky., Airport Traffic Zone. Within a 5 mile radius of Bowling Green, Ky., Airport and within 2 miles either side of the center line of the southeast course of Bowling Green radio range, extending 10 miles southeast

of the radio range station.

(130) Atlanta, Ga., Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport, within 2 miles either side of the center line of the southeast course of the Atlanta, Ga., radio range, extending to the Jonesboro fan marker and within 2 miles either side of the center line of the northwest course of the Atlanta radio range, extending 10 miles northwest of the radio range station.

(131) Augusta, Ga., Airport Traffic Zone. Within a 5 mile radius of Damel Field and within 2 miles either side of the center line of the southwest course of the Augusta, Ga., radio range, extending 10 miles southwest of the radio range

station.

(132) Biloxi, Miss., Airport Traffic Zone. Within a 5 mile radius of Keesler Field and within 2 miles either side of the center line of the northeast course of Keesler Field radio range, extending 5 miles northeast of the radio range station.

(133) Birmingham, Ala., Airport Traffic Zone. Within a 5-mile radius of Birmingham Airport and within 2 miles either side of the center line of the north course of the Birmingham, Ala., radio range, extending 10 miles north of the Birmingham, Ala., radio range station.

(134) Charleston, S. C., Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the northwest course of the Charleston, S. C., radio range, extending to the Summerville fan

marker.

(135) Charlotte, N. C., Airport Traffic Zone. Within a 5 mile radius of Douglas Airport and within 2 miles either side of the center line of the south course of Charlotte, N. C., radio range, extending 5 miles south of the radio range station.

(136) Chattanooga, Tenn., Airport Traffic Zone. Within a 5 mile radius of Lovell Field and within 2 miles either side of the center line of the northeast course of the Chattanooga, Tenn., radio range, extending 10 miles northeast of

the radio range station.

(137) Columbia, S. C., Airport Traffic Zone. Within a 5 mile radius of Lexington County Airport and within 2/miles either side of the center line of the east and west courses of the Columbia, S. C., radio range, extending 5 miles east of the radio range station.

(138) Crestview, Fla., Airport Traffic Zone. Within a 5 mile radius of Crestview Airport and within 2 miles either side of the center line of the east course

of Crestview, Fla., radio range, extending 10 miles east of the radio range station.

(139) Cress City, Fla., Airport Traffic Zone. Within a 5 mile radius of Cress City Airport and within 2 miles either side of the center line of the southeast course of Cress City, Fla., radio range, extending 10 miles southeast of the radio range station.

(140) Daytona Beach, Fla., Airport Traffic Zone. Within a 5 mile radius of Daytona Beach Airport and within 2 miles either side of the center line of the west course of Daytona Beach, Fla., radio range, extending 10 miles west of the ra-

dio range station.

(141) Dothan, Ala., Airport Traffic Zone. Within a 5 mile radius of Dothan Airport and within 2 miles either side of the center line of the southwest course of Dothan, Ala., radio range, extending 10 miles southwest of the radio range station.

(142) Florence, S. C., Aurport Traffic Zone. Within a 5 mile radius of Florence Airport and within 2 miles either side of the center line of the east course of Florence, S. C., radio range, extending 10 miles southeast of the radio range station.

(143) Fort Myers, Fla., Airport Traffic Zone. Within a 5 mile radius of Page Field and within 2 miles either side of the center line of the southwest course of Fort Myers, Fla., radio range, extending 10 miles southwest of the radio range station.

(144) Greensboro, N. C., Airport Traffic Zone. Within a 5 mile radius of the Greensboro-High Point Airport and within 2 miles either side of the center line of the northeast course of the Greensboro, N. C., radio range, extending 10 miles northeast of the radio range station.

(145) Greenville, S. C., Airport Traffic Zone. Within a 5 mile radius of the Greenville Airport and within 2 miles either side of the center line of the south course of Greenville, S. C., radio range, extending 10 miles south of the radio range station.

(146) Greenwood, Miss., Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the east course of Greenwood, Miss., radio range, extending 10 miles east of the radio range station.

(147) Jack's Creek, Tenn., Airport Traffic Zone. Within a 5 mile radius of Jack's Creek Intermediate Field and within 2 miles either side of the center line of the north course of Jack's Creek, Tenn., radio range, extending 10 miles north of the radio range station.

(148) Jackson, Miss., Airport Traffic Zone. Within a 5 mile radius of Jackson Airport and within 2 miles either side of the center line of the north course of Jackson, Miss., radio range, extending to

the Flora fan marker.

(149) Jacksonville, Fla., Airport Traffic Zone. Within a 5 mile radius of Municipal Airport No. 1 and within 2 miles either side of the center line of the east course of Jacksonville, Fla., radio range, extending to the Fort George Island fan marker.

(150) Key West, Fla., Airport Traffic Zone. Within a 5 mile radius of

Meacham Airport and within 2 miles either side of the center line of the west course of Key West, Fla., radio range, extending 10 miles west of the radio range station.

(151) Knoxville, Tenn., Airport Traffic Zone. Within a 5 mile radius of the McGhee-Tyson Airport and within 2 miles either side of the center line of the north course of Knoxville, Tenn., radio range, extending 10 miles north of the radio range station.

(152) Macon, Ga., Airport Traffic Zone. Within a 5 mile radius of Herbert Smart Airport and within 2 miles either side of the center line of the northeast and southwest courses of the Macon, Ga., radio range, extending 10 miles northeast of the radio range station.

(153) Melbourne, Fla., Airport Traffic Zone. Within a 5 mile radius of Melbourne Airport and within 2 miles either side of the center line of the north course of Melbourne, Fla., radio range, extending 10 miles north of the radio range station.

(154) Memphis, Tenn., Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the south course of Memphis, Tenn., radio range, extending to the Nesbitt fan marker.

(155) Meridian, Miss., Airport Traffic Zone. Within a 5 mile radius of Key Field and within 2 miles either side of the center line of the northwest course of Meridian, Miss., radio range, extending 10 miles northwest of the radio range station.

(156) Miami, Fla., Airport Traffic Zone. Within a 5 mile radius of Miami International Airport and within 2 miles either side of the center line of the east course of Miami, Fla., radio range, extending to the Miami Bay Shore fan marker.

(157) Mobile, Ala., Airport Traffic Zone. Within a, 5 mile radius of Bates Field, within 2 miles either side of a direct line between Bates Field and Mobile radio range station and within 2 miles either side of the center line of the northeast course of Mobile, Ala., radio range, extending 10 miles northeast of the radio range station.

(158) Mobile, Ala., Airport Traffic Zone. Within a 5 mile radius of Brookley Field and within 2 miles either side of the center line of the northwest course of Mobile, Ala., radio range, extending 10 miles northwest of the radio range station.

(159) Montgomery, Ala., Airport Traffic Zone. Within a 5 mile radius of Maxwell Field, and within 2 miles either side of the center line of the west course of Maxwell radio range, extending 10 miles west of the radio range station.

(160) Muscle Shoals, Ala., Airport Traffic Zone. Within a 5 mile radius of Muscle Shoals Airport and within 2 miles either side of the center line of the southeast course of Muscle Shoals radio range, extending 10 miles southeast of the radio range, station.

(161) Nashville, Tenn., Airport Traffic Zone. Within a 5 mile radius of Berry Field and within 2 miles either side of the center line of the east course of Nashville, Tenn., radio range, extending to the Mount-Juliet fan marker.

(162) Orlando, Fla., Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the northeast course of Orlando, Fla., radio range, extending 10 miles northeast of the radio range station.

(163) Pc. acola, Fla., Airport Traffic Zone. Within a 5 mile radius of the Mumcipal Airport and within 2 miles either side of the center line of the south course of Pensaco'a, Fla., radio range, extending 10 miles south of the radio range

station.

(164) Raleigh, N. C., Airport Traffic Zone. Within a 5-mile radius of Raleigh-Durham Airport and within 2 miles either side of the center line of the southeast course of Raleigh, N. C., radio range, extending 10 miles southeast of the radio range station.

(165) Savannah, Ga., Airport Traffic Zone. Within a 5 mile radius of Hunter Field and within 2 miles either side of the center line of the southwest course of Savannah, Ga., radio range, extending

to Richmond Hill fan marker.

(166) Spartanburg, S. C., Airport Traffic Zone. Within a 5 mile radius of Memorial Airport and within 2 miles either side of the center line of the southwest course of Spartanburg, S. C., radio range, extending 10 miles southwest of the addio range station.

(167) Tallahassee, Fla., Airport Traffic Zone. Within a 5 mile radius of Dale Mabry Field and within 2 miles either side of the center line of the northwest course of Tallahassee, Fla., radio range, extending 10 miles northwest of the radio

range station.

(168) Tampa, Fla., Airport Traffic Zone. Within a 5 mile radius of Drew Field, within 2 miles either side of a direct line between Drew Field and Tampa, Fla., radio range station, and within 2 miles either side of the center line of the south course of Tampa radio range, extending 10 miles south of the radio range station.

(169) Tri City, Tenn., Airport Traffic Zone. Within a 5 mile radius of the Tri City Airport and within 2 miles either side of the center line of the northeast course of Tri City, Tenn., radio range, extending 10 miles northeast of the radio

range station.

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(170) West Palm Beach, Fla., Airport Traffic Zone. Within a 5 mile radius of Morrison Field and within 2 miles either side of the center line of the west course of West Palm Beach, Fla., radio range, extending 10 miles west of the radio range station.

(171) Winston-Salem, N. C., Airport Traffic Zone. Within a 5 mile radius of Smith-Reynolds Airport and within 2 miles either side of the center line of the southeast and northwest courses of Winston-Salem radio range, extending 10 miles southeast of the radio range station

(172) Alma, Ga., Airport Traffic Zone. Within a 5 mile radius of Alma Intermediate Field and within 2 miles either side of the center line of the northwest course of the Alma, Ga., radio range, extending 10 miles northwest of the radio range station.

(173) Bakersfield, Calif., Airport Traffic Zone. Within a 5 mile radius of the

Bakersfield-Kern County Airport and within 2 miles either side of the center line of the northwest course of Bakersfield, Calif., radio range, extending 11 miles northwest of the radio range station.

(174) Burbank, Calif., Airport Traffic Zone. Within a 5 mile radius of Lockheed Air Terminal, within 2 miles either side of the center line of the northwest course of Burbank radio range, extending to the Simi intersection (intersection of northwest course of Burbank radio range and southwest course of Newhall radio range, Newhall, Calif.) within 2 miles either side of the center line of the southwest course of Newhall radio range, extending to and including the area within a 2 mile radius of Newhall radio range station and within 2 miles either side of the center line of the southeast course of Newhall radio range, extending to the intersection of northwest course of Burbank radio range and northwest course of Los Angeles radio range, Los Angeles Calif.

(175) El Centro, Calif., Airport Traffic Zone. Within a 5 mile radius of the El Centro, Calif., Naval Air Station and within a 2 mile radius of El Centro radio

range station.

(176) Fresno, Calif., Airport Traffic Zone. Within a 5 mile radius of Chandler Airport and within 2 miles either side of the center line of the southeast course of Fresno, Calif., radio range, extending 15 miles southeast of the radio range station.

(177) Las Vegas, Nevada, Airport Traffic Zone. Within a 5 mile radius of McCarran Field and within 2 miles either side of the center line of the northeast course of the Las Vegas, Nev., radio range, extending to Crystal fan marker.

(178) Long Beach, Calif., Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport (Daugherty Field) within 2 miles either side of the center line of the southeast course of Long Beach radio range, extending to Huntington Beach fan marker, within 2 miles either side of the center line of the northeast course of Long Beach radio range, extending to La Habra intersection (intersection east course of Los Angeles radio range and northeast course of Long Beach radio range) within 2 miles either side of the center line of the southeast course of Long Beach radio range extending to San Pedro intersection (intersection southwest course of Long Beach radio range and southwest course of Los Angeles radio range), within 2 miles either side of the center line of the southeast course of Los Angeles radio range from San Pedro intersection, extending to the Los Angeles Airport Traffic Zone and within 2 miles either side of the center line of the northwest course of Long Beach radio range, extending to Los Angeles Airport Traffic Zone.

(179) Los Angeles, Calif., Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport (Minos Field), within 2 miles either side of the center line of the east course of the Los Angeles radio range, extending to La Habra intersection and within 2 miles either side of the center line of the northwest course

of Los Angeles radio range, extending to the Burbank Airport Traffic Zone.

(180) Oakland, Calif., Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport within 2 miles either side of the center line of the southeast course of the Oakland, Calif., radio range, extending to Newark fan marker, within 2 miles either side of the center line of the northwest course of Oakland radio range, extending to Richmond intersection (intersection northwest course of Oakland radio range and southwest course of Fairfield radio range, Fairfield, Calif.), within 2 miles either side of the center line of the northeast course of Oakland radio range, extending to Bay Point fan marker and within 2 miles either side of the center line of the southwest course of Oakland radio range, extending 6.25 miles southwest of the radio range station.

(181) Ogden, Utah, Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport (Hinckley Field) within 2 miles either side of the center line of the north course of Ogden radio range, extending to Corinne fan marker. within 2 miles either side of the center line of the east course of Ogden radio range, extending to Huntsville fan marker, within 2 miles either side of the center line of the south course of Ogden radio range, extending to Layton fan marker and within 2 miles either side of the center line of the west course of Ogden radio range, extending 19 miles west of the radio range station.

(182) Palmdale, Calif., Airport Traffic Zone. Within a 3 mile radius of the Palmdale Airport and within 2 miles either side of the center line of the northeast course of Palmdale, Calif., radio range, extending 10 miles northeast of the radio range station.

(183) Phoemx, Ariz., Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport (Sky Harbor) and within 2 miles either side of the center line of the east course of Phoenix, Ariz., radio range, extending to Mesa fan marker.

(184) Prescott, Ariz., Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport (Ernest Love Field) and within 2 miles either side of the center line of the southeast course of Prescott, Ariz., radio range to and including the area within a 2 mile radius of Prescott radio range station.

(185) Sacramento, Calif., Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center lines of all courses of Sacramento radio range, extending 10 miles in each direction from the radio range station.

(186) San Diego, Calif., Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport (Lindbergh Field) within 2 miles either side of the center line of the north course of San Diego, Calif., radio range, extending to Oceanside fan marker, within 2 miles either side of the center line of the south course of San Diego, Calif., radio range, extending to Coronado fan marker and within 2 miles either side of the center line of the west course of San Diego

radio range, extending 10 miles west of the radio range station.

(187) San Francisco, Calif., Airport Traffic Zone. Within a 5 mile radius of the Municipal Airport (Mills Field) within 2 miles either side of the center line of the southeast course of San Francisco, Calif., radio range, extending to Belmont fan marker, within 2 miles either side of the center line of the northeast course of San Francisco radio range, extending 6.25 miles northeast of the radio range station and within 2 miles either side of the center line of the northwest course of the San Francisco radio range, extending to Golden Gate intersection Cintersection northwest course of San Francisco radio range and southwest course of Fairfield radio range)

(188) Salt Lake City, Utah, Airport Traffic Zone. Within a 5 mile radius of Municipal Airport No. 1, within 2 miles either side of the center line of the north course of Salt Lake City, Utah radio range, extending to Layton fan marker and within 2 miles either side of the center line of the west course of the Salt Lake City radio range, extending 10 miles west of the radio range station.

§ 601.9 Designation of radio fixes. The following locations are designated as radio fixes:

(a) Green civil airways—Green civil airway No. 1 (United States-Canadian Border to Forest City, Maine) No radio fix designation.

(2) Green civil airway No. 2 (Seattle. Wash., to Boston, Mass.). Seattle, Wash., radio range station; Ellensburg, Wash., radio range station; Ephrata, Wash., radio range station; Spokane, Wash., radio range station; Coeur D'Alene, Idaho, radio range station; Mullan Pass, Idaho, radio range station; Superior, Mont., radio range station: Drummond, Mont., radio range station: Helena, Mont., radio range station; Bozeman, Mont., radio range station; Billings, Mont., radio range station; Miles City, Mont., radio range station; Dickinson, N. Dak., radio range station; Bismarck, N. Dak., radio range station; Fargo, N. Dak., radio range station; Alexandria, Minn., radio range station; Minneapolis, Minn., radio range station; LaCrosse, Wis., radio range station: Lone Rock, Wis., radio range station; Mil-waukee, Wis., radio range station; Muskegon, Mich., radio range station; Grand Rapids, Mich., radio range station; Lansing, Mich., radio range station; Wixom, Mich., fan type radio marker station or the intersection of the north course of the Romulus, Mich. (Romulus Army Air Field) radio range and the east course of the Lansing, Mich., radio range; Romulus, Mich., radio range station; Buffalo, N. Y., radio range station; Rochester, N. Y., radio range station; the intersection of the northeast course of the Hartford, Conn., radio range and the southeast course of the Westfield. Mass., radio range; Franklin, Mass., fan type radio marker station or the intersection of the northeast course of the Providence, R. I., radio range and the southwest course of the Boston, Mass., radio range; Boston, Mass., radio range station.

(3) Green civil airway No. 3 (San Francisco, Calif., to New York, N. Y.) San Francisco, Calif., radio range station; Oakland, Calif., radio range station; Sacramento, Calif., radio range station; Donner Summit, Calif., radio range station; Reno, Nev., radio range station; Humboldt, Nev., radio range station; Elko, Nev., radio range station; Lucin. Utah, radio range station; Ogden, Utah, radio range station; Fort Bridger, Wyo., radio range station; Rock Springs, Wyo., radio range station; Sinclair, Wyo., radio range station; Cheyenne, Wyo., radio range station; the intersection of the southeast course of the Scotts Bluff, Nebr., radio range and the west course of the North Platte, Nebr., radio range; North Platte, Nebr., radio range station; Grand Island, Nebr., radio range station; Omaha, Nebr., radio range station; Des Momes, Iowa, radio range station; Joliet, III., radio range station; Goshen, Ind., radio range station; Toledo, Ohio, radio range station; the intersection of the southeast course of the Romulus, Mich.. radio range and the west course of the Cleveland, Ohio, radio range: Cleveland. Ohio, radio range station; Youngstown, Ohio, radio range station; Philipsburg, Pa., radio range station; the intersection of the east course of the Philipsburg, Pa., radio range and the south course of the Williamsport, Pa., radio range: Allentown, Pa., radio range station.

(4) Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.). Los Angeles, Calif., radio range station; the intersection of the north course of the Los Angeles, Calif., radio range and the southwest course of the Palmdale, Calif., radio range or the Newhall, Calif., radio range station; Palmdale, Calif., radio range station; Daggett, Calif., radio range station; Needles, Calif., radio range station; Prescott, Arız., radio range station; Winslow, Arız., radio range station: El Morro, N. Mex., radio range station; Acomita, N. Mex., radio range station; Albuquerque, N. Mex., radio range station; Tucumcarı, N. Mex., radio range station; Amarillo, Tex., radio range station; Gage, Okla., radio range station; Wichita, Kans., radio range station; Lebo, Kans., radio range station: Kansas City, Mo., radio range station; Columbia, Mo., radio range station; St. Louis, Mo., radio range station; Effingham, Ill., radio range station; Terre Haute, Ind., radio range station; Indianapolis, Ind., radio range station; the intersection of the north course of the Dayton, Ohio, radio range and the west course of the Columbus, Ohio, range range; Columbus, Ohio, radio range station; the intersection of the west course of the Pittsburgh, Pa., radio range and the southeast course of the Cleveland, Ohio, radio range: Pittsburgh, Pa., radio range station; Altoona, Pa., radio range station; Harrisburg, Pa., radio range station; Philadelphia, Pa., radio range station.

(5) Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.) Los Angeles, Calif., radio range station; Riverside, Calif., radio range station; Blythe, Calif., radio range station; Phoenix, Ariz., radio range station; Tucson, Ariz., radio range station; Rodeo. N. Mex., radio range station;

Columbus, N. Mex., radio range station; El Paso, Tex., radio range station; Salt Flat, Tex., radio range station; Wink, Tex., radio range station; Big Spring, Tex., radio range station; Abilene, Tex., radio range station; Fort Worth, Tex., radio range station; Texarkana, Ark., radio range station; Memphis, Tenn., radio range station; Jack's Creek, Tenn., radio range station; Nashville, Tenn., radio range station; Smithville, Tenn., radio range station; Knoxville, Tenn., radio range station; Knoxville, Tenn., radio range station; Roanoke, Va., radio range station; Gordonsville, Va., radio range station; Doncaster, Md., fan type radio marker station or the intersection of the northeast course of the Gordonsville, Va., radio range and the south course of the Washington, D. C., radio range; Brandywine, Md., radio range station; the intersection of the southeast course of the Baltimore, Md., radio range and the southwest course of the Millville, N. J., radio range; the intersection of the southeast course of the Hartford, Conn.. radio range and the southwest course of the Boston, Mass., radio range.
(6) Green civil airway No. 6 (Alice

(6) Green civil arrway No. 6 (Alice Tex., to Norfolk, Va.) Alice, Tex., radio range station; Palacios, Tex., radio range station; the intersection of the southeast course of the Richmond, Tex., radio range and the southwest course of the Houston, Tex., radio range; Houston, Tex., radio range station; Beaumont, Tex., radio range station; Lake Charles, La., radio range station; New Orleans, La., radio range station; Mobile, Ala., radio range station; Maxwell Field, Ala., radio range station; Spartansburg, S. C., radio range station; Greensboro, N. C., radio range station; Blackstone, Va., radio range station; Richmond, Va., radio range station; Richmond, Va., radio

range station.

(7) Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska) Nome, Alaska, radio range station; Moses Point, Alaska, radio range station; Galena, Alaska, radio range station; the intersection of the west course of the Fairbanks, Alaska, radio range and the northwest course of the Nenana, Alaska, radio range; Fairbanks, Alaska, radio range station.

(8) Green civil airway No. 8 (Attu, Alaska, to Northway, Alaska) Attu, Alaska, radio range station; Sheyma, Alaska, radio range station; Adak, Alaska, radio range station; the intersection of the west course of the Atak, Alaska, radio range and the northeast course of the Adak, Alaska, radio range; Atak, Alaska, radio range station; Umnak (North Shore) Alaska, radio range station; the intersection of the northeast course of the Umnak (North Shore). Alaska, radio range and the west course of the Cold Bay (Randall) Alaska, radio range; Cold Bay (Randall), Alaska, radio range station; Heiden, Alaska, radio range station; Naknek, Alaska, radio range station; the intersection of the northeast course of the Naknek, Alaska, radio range and the southeast course of the Iliamna, Alaska, radio range; the intersection of the west course of the Homer, Alaska, radio range and the southwest course of the Kenia, Alaska,

radio range; Homer, Alaska, radio range station; Kema, Alaska, radio range station; Anchorage, Alaska, radio range station; the intersection of the northeast course of the Anchorage, Alaska, radio range and the southeast course of the Skwentana, Alaska, radio range; Gulkana, Alaska, radio range station; Northway, Alaska, radio range station.

(b) Amber Civil Airways—Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaşka) San Diego, Calif., radio range station; Long Beach, Calif., radio range station; Bakersfield, Calif., radio range station; Fresno, Calif., the intersection of the northwest course of the Fresno, Calif., radio range and the southeast course of the Oakland, Calif., radio range; Williams, Calif., radio range station; Red Bluff, Calif., radio range station; Fort Jones, Calif., radio range; Medford, Oreg., radio range station; Eugene, Oreg., radio range station; Portland, Oreg., radio range station; Toledo, Wash., radio range station; Everett, Wash., radio range station; Bellingham, Wash,, radio range station; Annette Island, Alaska, radio range station: the intersection of the west course of the Annette Island, Alaska, radio range and the southwest course of the Sitka (Biorka Island) Alaska, radio range; Sitka (Biorka Island) Alaska, radio range station; the intersection of the northwest course of the Sitka (Biorka Island) Alaska, radio range and the southwest course of the Gustavus, Alaska, radio range; Yakutat, Alaska, radio range station; Yakataga, Alaska, radio range station; Cordova (Hinchinbrook Island) Alaşka, radio range station; the intersection of the northwest course of the Cordova (Hinchinbrook Island) Alaska, radio range and the southeast course of the Anchorage, Alaska, radio range; Skwentana, Alaska, radio range station.

(2) Amber civil airway No. 2 (Long Beach, Calif., to Fairbanks, Alaska) Silver Lake, Calif., radio range station; Las-Vegas, Nev., radio range station; Enterprise, Utah; radio range station; Delta, Utah, radio range station; Salt Lake City, Utah radio range station; Malad City, Idaho, radio range station; Pocatello, Idaho, radio range station; Dubois, Idaho, radio range station; Dillon, Mont., radio range station; Whitehall, Mont., radio range station; Great Falls, Mont., radio range station; the Cut Bank, Mont., radio range station; Tanacross, Alaska, radio range station; Big Delta, Alaska, radio range station; the intersection of the northwest course of the Big Delta, Alaska, radio range and the south course of the Fairbanks,

Alaska, radio range.

(3) Amber civil airway No. 3 (El Paso, Tex., to Great Falls, Mont.). The intersection of the east course of the Otto, N. Mex., radio range and the southwest course of the Las Vegas, N. Mex., radio range; Las Vegas, N. Mex., radio range station; Trimidad, Colo., radio range station; Pueblo, Colo., radio range station; Denver. Colo., radio range station: the intersection of the northeast course of the Laramie, Wyo., radio range and the north course of the Cheyenne, Wyo., radio range; Casper, Wyo., radio range station; Sheridan, Wyo., radio range station; Lewiston, Mont., radio range station.

(4) Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dal:.) Brownsville, Tex., radio range station; Alice, Tex., radio range station; the Alamo, radio range station; San Antonio, Tex., Spring Branch, Tex., fan type radio marker station or the intersection of the north course of the Alamo radio range; San Antonio, Tex., and the southwest course of the Austin, Tex., radio range: Austin, Tex., radio range station; Waco, Tex., radio range station: the intersection of the east course of the Granbury, Tex., radio range and the south course of the Fort Worth, Tex., radio range; Marietta, Tex., fan type radio marker station or the intersection of the north course of the Fort Worth, Tex., radio range and the south course of the Oklahoma City, Okla., radio range; Oklahoma City, Okla., radio range station; Tulsa, Okla., radio range station; Chanute, Kans., radio range station; St. Joseph, Mo., radio range station; Sioux City, Iowa, radio range station; Sioux Falls, S. Dak., radio range station; Huron, S. Dak., radio range station.

-(5) Amber civil airway No. 5 (New Orleans, La., to Milwaukee, Wis.). Jackson, Miss., radio range station; Greenwood, Miss., radio range station; Advance, Mo., radio range station; Springfield, Ill., radio range station; the inter-section of the east course of the Peorla, Ill., radio range and the southwest course of the Joliet, Ill., radio range; Chicago, Ill., radio range station.

(6) Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border). Jacksonville, Fla., radio range station; Alma, Ga., radio range station; Macon, Ga., radio range station; Chattanooga, Tenn., radio range station; Bowling Green, Ky., radio range station; Louisville, Ky., radio range station; Cincinnati, Ohio, radio range station.

(7) Amber civil airway No. 7 (Key West, Fla., to Caribou, Maine) Key West, Fla., radio range station; Miami, Fla., radio range station; Morrison Field, West Palm Beach, Fla., radio range station; Melbourne, Fla., radio range station; Daytona Beach, Fla., radio range station; Savannah, Ga., radio range station; Charleston, S. C., radio range station; Florence, S. C., radio range station; Raleigh, N. C., radio range station; Washington, D. C., radio range station; the intersection of the northeast course of the Washington, D. C., radio range and the west course of the Baltimore. Md., radio range; Newark, N. J., radio range station; Portland, Maine, radio range station; Augusta, Maine, radio range station; Bangor, Maine, radio range station; Millinocket, Maine, radio range station; Presque Isle, Maine, radio range station.

(8) Amber civil airway No. 8 (Los Angeles, Calif., to The Dalles, Oreg.). Whitmore, Calif., radio range station; the Klamath Falls, Oreg., radio range station; the Redmond, Oreg., radio range station; The Dalles, Oreg., radio range station.

(c) Red civil airways-Red civil airway No. 1 (Portland, Oreg., to Kansas City, Mo.). Pendleton, Oreg., radio range station; Baker, Oreg., radio range station: Boise, Idaho, radio range station; Burley, Idaho, radio range station; Laramie, Wyo., radio range station; Salina, Kans., radio range station.

(2) Red civil airway No. 2 (Butte, Mont., to Rapid City, S. Dak.). Butte, Mont., radio range station.

(3) Red civil airway No. 3 (Philips-burg, Pa., to Hartford, Conn.) No radio fix designation.

(4) Red civil airway No. 4 (Otto, N. Mex., to Las Vegas, N. Mex.). No radio fix designation.

(5) Red civil arrway No. 5 (Sioux Falls, S. Dal:., to St. Paul, Minn.) No radio fix designation.

(6) Red civil airway No. 6 (Las Vegas, Nev., to Omaha, Nebr.) St. George, Utah, VHF radio range station; Hanksville, Utah, VHF radio range station; Eagle, Colo., VHF radio range station; Akron, Colo., radio range station; Hayes Center, Nebr., radio range station; Lincoln, Nebr., radio range station.

(7) Red civil airway No. 7 (Atlanta, Ga., to Greensboro, N. C.) Greenville, S. C., radio range station; Charlotte,

N. C., radio range station.
(8) Red civil arrway No. 8 (Altoona, Pa., to Wilkes-Barre, Pa.). No radio fix designation.

(9) Red civil airway No. 9 (San Diego, Calif., to Winslow, Anz.). El Centro, Calif., radio range station; Gila Bend,

Ariz., radio range station.

(10) Red civil airway No. 10 (Trinidad, Colo., to Charleston, S. C.). Wichita Falls, Tex., radio range station; Dallas, Tex., radio range station; Shreveport, La., radio range station; Monroe, La., radio range station; Meridian, Miss., radio range station; Birmingham, Ala., radio range station; Augusta, Ga., radio range station.

(11) Red civil airway No. 11 (Tulsa, Olla., to Boston, Mass.) The intersection of the northeast course of the Tulsa, Okla., radio range and the south course of the Joplin, Mo., radio range; Springfield, Mo., radio range station; Vichy, Mo., radio range station; the intersection of the northeast course of the Scotts Field, Ill., radio range and the northwest course of the Evansville, Ind., radio range; Evansville, Ind., radio range station; the intersection of the southeast course of the Albany, N. Y., radio range and the northeast course of the Westfield, Mass., radio range.

(12) Red civil airway No. 12 (Kansas City, Mo., to Detroit, Mich.) Kirksville, Mo., radio range station; Burlington. Iowa, radio range station; the intersection of the north course of the Peoria, Ill., radio range and the northeast course of the Burlington, Iowa, radio range; South Bend., Ind., radio range station; the intersection of the southeast course of the Lansing, Mich., radio range and the west course of the Romulus, Mich.,

radio range.

(13) Red civil arrway No. 13 (Sunbury, Pa., to Boston, Mass.). Wilkes-Barre, Pa., radio range station; Stewart Field, N. Y., radio range station; the intersection of the southwest course of the Boston, Mass., radio range and the west course of the Providence, R. I., radio range; Providence, R. I., radio range station.

(14) Red civil airway No. 14 (Lone Rock, Wis., to Louisville, Ky.). Rockford, Ill., radio range station; the intersection of the southeast course of the Rockford, Ill., radio range and the west course of the Chicago, Ill., radio range.

(15) Red civil airway No. 15 (Las Vegas, Nev., to Gila Bend, Ariz.). No

radio fix designation.

(16) Red civil airway No. 16 (Augusta, Ga., to Florence, S. C.) Columbia, S. C., radio range station.

(17) Red civil airway No. 17 (Fort Wayne, Ind., to Baltimore, Md.) Baltimore, Md., radio range station.

(18) Red civil airway No. 18 (Indianapolis, Ind., to Washington, -D. C.) Huntington, W. Va., radio range station; Charleston, W. Va., radio marker station; Elkins, W. Va., radio range station; Front Royal, Va., radio range station.

(19) Red civil airway No. 19 (Washington, D. C., to Grand Rapids, Mich.) Fort Wayne, Ind., radio range station.

(20) Red civil airway No. 20 (Lansing, Mich., to Chincoteague Island, Va.). Akron, Ohio, radio range station; Martinsburg, W. Va., radio range station; the intersection of the southeast course of the Washington, D. C., radio range and the northeast course of the Patuxent River, Md. (Navy) radio range; the intersection of the southeast course of the Washington, D. C., radio range and the northeast course of the Norfolk, Va., radio range.

(21) Red civil airway No. 21 (Lansing, Mich., to Newark, N. J.) The intersection of the northeast course of the Pittsburgh, Pa., radio range and the north course of the Altoona, Pa., radio range.

(22) Red civil airway No. 22 (United States-Canadian Border to Buffalo, N. Y.) No radio fix designation.

(23) Red civil airway No. 23 (United States-Canadian Border to New York, N. Y.) Elmira, N. Y., radio range-station; the intersection of the southeast course of the Elmira, N. Y., radio range and the south course of the Syracuse, N. Y., radio range; the intersection of the northeast course of the Allentown, Pa., radio range and the northwest course of the New York, N. Y. (LaGuardia Field) radio range.

(24) Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.) No

radio fix designation.

(25) Red civil airway No. 25 (Tallahassee, Fla., to Miami, Fla.) Tampa. Fla., radio range station; Fort Meyers, Fla., radio range station.

(26) Red civil airway No. 26 (Syracuse, N. Y., to New York, N. Y.) No radio

fix designation.

(27) Red civil airway No. 27 (Knoxville, Tenn., to United States-Canadian Border) No radio fix designation.

(28) Red civil airway No. 28 (Rockford. Ill., to Grand Rapids, Mich.) The intersection of the east course of the Rockford, Ill., radio range and the northwest course of the Chicago, Ill., radio range; the intersection of the northeast course of the Chicago, III., radio range and the north course of the South Bend. Ind., radio range.

(29) Red civil airway No. 29 (Rochester, N. Y., to Balimore, Md.) Williamsport, Pa., radio range station.

(30) Red civil airway No. 30 (Mobile, Ala., to Jacksonville, Fla.) Crestview, Fla., radio range station; Tallahassee. Fla., radio range station.

(31) Red civil airway No. 31 (Cheyenne, Wyo., to Minneapolis, Minn.) The intersection of the east course of the Cheyenne, Wyo., radio range and the southwest course of the Scottsbluff, Nebr., radio range; Scottsbluff, Nebr., radio range station; Rapid City S. Dak., radio range station: Pierre, S. Dak., radio range station; Watertown, S. Dak., radio range station.

(32) Red civil airway No. 32 (Laredo, Tex., to Houston, Tex.) Laredo, Tex., radio range station; San Antonio, Tex.

(Kelly) radio range station.

(33) Red civil airway No. 33 (Richmond, Va., to Boston, Mass.) Arcola. Va., radio range station; the intersection of the northeast course of the Arcola, Va., radio range and the west course of the Baltimore, Md., radio range.

· (34) Rèd civil airway No. 34 (Pulaski, Va., to Raleigh, N. C.). No radio fix

designation.

(35) Red civil airway No. 35 (Pueblo, Colo., to Wichita, Kans.) La Junta, Colo., radio range station; Garden City, Kans., radio range station; Hutchinson, Kans., radio range station.

(36) Red civil airway No. 36 (Rochester Minn., to La Crosse, Wis.) Roches-

ter, Minn., radio range station.

(37) Red civil airway No. 37 (Dallas, Tex., to Washington, D. C.). Tyler, Tex., radio range station; Little Rock, Ark., radio range station.

(33) Red cavil arway No. 38 (Big Spring, Tex., to San Antonio, Tex.) The San Angelo, Tex., radio range station.

(39) Red civil airway No. 39 (Bethel. Alaska, to Fairbanks, Alaska) Bethel, Alaska, radio range station; Amak, Alaska, radio range station; Minchumına, Alaska, radio range station, Nenana,-Alaska, radio range station.

(40) Red civil airway No. 40 (Shemya. Alaska, to Homer Alaska) Anchitka, Alaska, radio range station; the intersection of the southwest course of the Adak, Alaska, radio range and the southeast course of the Tanana, Alaska, radio range; the Kodiak, Alaska, radio range station.

(41) Red civil airway No. 41 (Yakufat, Alaska, to Gustavus, Alaska). Gustavus, Alaska, radio range station.

(42) Red civil airway No. 42 (Joliet, Ill., to Lafayette, Ind.) No radio fix designation.

(43) Red civil airway No. 43 (Chicago, Ill., to Lafayette, Ind.) No radio fix designation.

(44) Red civil airway No. 44 (Bellingham, Wash., to United States-Canadian Border) No radio fix designation.

(45) Red civil airway No. 45 (Washing-. ton, D. C., to Allentown, Pa.) No radio fix designation.

(46) Red civil airway No. 46 (Oakland, Calif., to Sacramento, Calif.) Fairfield-Susun, Calif., radio range station.

(47) Red civil airway No. 47 (Tampa, Fla., to Daytona Beach, Fla.) Orlando. Fla., radio range station.

(48) Red civil airway No. 48 (Missoula, Mont., to Livingston, Mont.). No radio fix designation.

(49) Red civil arrway No. 49 (Elko, Nev., to Fort Bridger, Wyo.) Wendover, Utah, radio range station.

(50) Red civil airway No. 50 (Galena, Alaska, to Fairbanks, Alaska) Tanana,

Alaska, radio range station.

(51) Red civil airway No. 51 (El Paso, Tex., to Johnson's Ranch, Tex.) radio fix designation.

(52) Red civil airway No. 52 (Memphis, Tenn., to Birmingham, Ala.) Muscle Shoals, Ala., radio range station.

(53) [Unassigned.]

(54) Red civil airway No. 54 (Burley, Idaho, to Salt Lake City, Utah) No radio fix designation.

(55) Red civil airway No. 55 (Burlington, Iowa, to Joliet, Ill.) The Peoria, Ill., radio range station.

(56) [Unassigned.]

(57) [Unassigned.]

(58) [Unassigned.]

(59) [Unassigned.]

(60) Red civil airway No. 60 (Oakland, Calif., to Stockton, Calif.) Stockton,

Calif., radio range station.

(d) Blue civil airways—(1) Blue civil airway No. 1 (Pendleton, Oreg., to Spokane, Wash.) No radio fix designation.

(2) Blue civil airway No. 2 (Birmingham, Ala., to Erie, Pa.) Morgantown, W. Va., radio range station.

(3) Blue civil airway No. 3 (Talla-hassee, Fla., to Terre Haute, Ind.) Cross City, Fla., radio range station; Dothan, Ala., radio range station.

(4) Blue civil airway No. 4 (Boston, Mass., to United States-Canadian Bor-Burlington, Vt., radio range station; Concord, N. H., radio range station.

(5) Blue civil airway No. 5 (Galveston, Tex., to Wichita, Kans.) Galveston. Tex., radio range station; the intersection of the northwest course of the Houston, Tex., radio range and the northeast course of the Richmond, Tex., radio range; Navasota, Tex., radio range station.

(6) Blue civil airway No. 6 (Abilene, Tex., to Muskegon, Mich.) No radio fix designation.

(7) Blue civil airway No. 7 (Fresno, Calif., to Hamilton Field, Calif.) Hamilton Field, Calif., radio marker station.

(8) Blue civil airway No. 8 (Fargo, N. Dak., to United States-Canadian Border) Pembina, N. Dak., radio range sta-

(9) Blue civil airway No. 9 (Columbia. Mo., to United States-Canadian Border) Duluth, Minn., radio range station.

(10) Blue civil airway No. 10 (Fresno, Calif., to Williams, Calif.) No radio fix designation.

(11) Blue civil airway No. 11 (Cleveland, Ohio, to Niagara Falls, N. Y.) Erie, Pa., radio range station.

(12) Blue civil airway No. 12 (The Dalles, Oreg., to Ellensburg, Wash.) Noradio fix designation.

(13) Blue civil airway No. 13 (Houston, Tex., to Kansas City, Mo.) The Joplin. Mo., radio range station.

(14) Blue civil airway No. 14 (El Centro, Calif., to Bakersfield, Calif.) No radio fix designation.

(15) Blue civil arrway No. 15 (Columbus. Ohio, to Erie. Pa.) No radio fix designation.

(16) Blue civil airway No. 16 (Dillon, Mont., to Helena, Mont.) No radio fix designation.

(17) Blue civil airway No. 17 (Millinocket, Maine, to Presque Isle, Maine)

No radio fix designation.

(18) Blue civil airway No. 18 (Philadelphia, Pa., to Burlington, Vt.) No radio fx designation.

(19) Blue civil airway No. 19 (Melbourne, Fla., to Orlando, Fla.) No radio fix designation.

(20) Blue civil arrway No. 20 (Mill-ville, N. J., to Allentown, Pa.) No radio fix designation.

(21) Blue civil airway No. 21 (Pittsburgh, Pa., to Erie, Pa.) The intersection of the northwest course of the Pittsburgh, Pa., radio range and the south course of the Youngstown, Ohio, radio range.

(22) Blue civil airway No. 22 (Memphis, Tenn., to Wichita, Kans.) No radio fix designation.

(23) [Unassigned.]

(24) [Unassigned.]

(25) Blue civil airway No. 25 (Cordova, Alaska, to Big Delta, Alaska) The intersection of the northeast course of the Cordova, Alaska, radio range and the southeast course of the Gulkana, Alaska, radio range.

(26) Blue civil airway No. 26 (Anchorage, Alaska, to Fairbanks, Alaska). Talkeetna, Alaska, nondirectional radio marker; Summit, Alaska, radio range station; the intersection of the northeast course of the Summit, Alaska, radio range and the southeast course of the Nenana, Alaska, radio range.

(27) Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska) The intersection of the west course of the Kodiak, Alaska, radio range and the southeast course of the Naknek, Alaska, radio

range.

(28) Blue civil airway No. 28 (Columbia, S. C., to Charleston, S. C.) No radio fix designation.

(29) [Unassigned.]

(30) Blue civil airway No. 30 (San Antonio, Tex., to Big Spring, Tex.) The intersection of the west course of the San Antonio, Tex. (Alamo) radio range and the northwest course of the San Antonio, Tex. (Kelly) radio range.

(31) [Unassigned.]

(32) Blue avil arway No. 32 (Seattle, Wash., to Fairbanks, Alaska). No radio fix designation.

(33) Blue civil airway No. 33 (Fort Wayne, Ind., to Toledo, Ohio) No radio fix designation.

(34) Blue civil airway No. 34 (Little Rock, Ark., to Tulsa, Okla.). No radio fix designation.

(35) Blue civil airway No. 35 (Kansas City, Mo., to Des Moines, Iowa). No radio fix designation.

(36) Blue civil airway No. 36 (Akron, Colo., to North Platte, Nebr.) No radio fix designation.

(37). Blue civil airway No. 37 (Casper Wyo., to Rapid City, S. Dak.) No radio fix designation.

(38) Blue civil airway No. 38 (Annette Island, Alaska, to United States-Canadian Border). Haines, Alaska, radio range station.

(39) [Unassigned.]

(40) Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.). No radio fix designation.

(41) Blue civil airwa. No. 41 (New York, N. Y., to United States-Canadian Border) No radio fix designation.

(42) Blue civil Airway No. 42 (South Bend, Ind., to Battle Creek, Mich.) Battle Creek, Mich., radio range station.

(43) Blue civil airway No. 43 (Birminy-ham, Ala., to Nashville, Tenn.) No radio fix designation.

(44) Blue civil airway No. 44 (Memphis, Tenn., to Fort Wayne, Ind.). No radio fix designation.

(45) Blue civil airway No. 45 (Lake Charles, La., to Baton Rouge, La.) No radio fix designation.

(46) Blue civil airway No. 46 (Los Angeles, Calif., to Oakland, Calif.). No radio fix designation.

This part, as revised herein, shall become effective July 1, 1947.

[SEAL] T. P. WRIGHT,
Administrator of Civil Aeronautics.

[F. R. Doc. 47-6112; Filed, June 27, 1947; 8:49 a. m.]

### TITLE 15—COMMERCE

Subtitle A-Office of the Secretary

CERTIFICATION OF ALLOCATION OF CERTAIN MATERIALS NECESSARY TO MEET INTERNA-TIONAL COMMITMENTS

Pursuant to subsection (e) of section 3 of the First Decontrol Act of 1947, it is hereby certified that the allocation of nitrogenous fertilizer materials for export is necessary to meet international commitments. The certificate issued by the undersigned on March 31, 1947 (12 F. R. 2155) is hereby amended by deleting the phrase therein, "allocation of ammonum nitrate for export," and substituting the following phrase in lieu thereof, "allocation of nitrogenous fertilizer materials for export."

Issued this 18th day of June 1947.

G. C. Marshall, Secretary of State. William C. Foster, Acting Secretary of Commerce.

[F. R. Doc. 47-6100; Filed, June 27, 1947; 8:49 a. m.]

# TITLE 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission [File No. 21-403]

PART 173-DOLL AND STUFFED TOY INDUSTRY

PROMULGATION OF TRADE PRACTICE RULES

At a regular session of the Federal Trade Commission held at its office in the City of Washington, D. C., on the 24th day of June 1947.

Due proceedings having been held under the trade practice conference procedure in pursuance of the Act of Congress approved September 26, 1914, as amended (Federal Trade Commission Act), and other provisions of law administered by the Commission:

It is now ordered, That the trade practice rules of Group I and Group II, as hereinafter set forth, which have been approved and received, respectively, by the Commission in this proceeding, be promulgated as of June 28, 1947.

Statement by the Commission. Trade practice rules for the Doll and Stuffed Toy Industry, as hereinafter set forth, are promulgated by the Federal Trade Commission under the trade practice conference procedure.

The rules are designed to prevent varlous unfair trade practices and to maintain fair competitive conditions in the industry, in the interest of the industry and the public, and in harmony with the requirements of law.

Members of the industry are the persons, firms, corporations, and organizations engaged in the business of manufacturing, distributing, or selling dolls or stuffed toys, or parts and accessories for such articles. Aggregate sales of such products during 1946 approximated \$56,-

000,000 at retail value. Proceedings for establishment of the rules were instituted upon application from members of the industry. During the course of such proceedings, a general industry conference was held by the Commission in New York City on March 24, 1947, at which rules were proposed and considered by the industry. Thereafter, a draft of proposed rules in appropriate form was published by the Commission and made available to all interested or affected parties upon public notice whereby they were afforded opportunity to present their views, including such pertinent information, suggestions, or objections as they might desire to offer, and to be heard in the premises. Pursuant to the notice, such hearing was held on June 19, 1947, in Washington, D. C., and all matters presented, or otherwise received in the proceeding, were duly considered.

Thereupon, and after full consideration of the entire matter, final action was taken by the Commission whereby it approved and received, respectively, the trade practice rules hereinafter appearing in Group I and Group II. Such rules become operative thirty (30) days after date of promulgation.

Being directed to the maintenance of fair competition, the rules do not permit of any agreement, understanding, combination, conspiracy, or concert of action between two or more members of the industry, or with one or more other persons, to unlawfully fix, maintain, or enhance prices, suppress competition, or restrain trade. Such rules likewise do not supplant, or relieve any member of the industry or other party of the necessity of complying with, whatever other provisions of regulations or law, Federal or State, may be applicable to the products or business of this industry.

Note: The term "dolls or stuffed toys," as used in these rules, shall be understood to include not only dolls and stuffed toys, but also parts and accessories therefor.

Sec.

#### GROUP I

173.0 General statement. 173.1 Imitation or simulation of trademarks, trade names, etc. 173.2 Defamation of competitors or disparagement of their products. 173.3 Discrimination. Unfair threats of infringement suits. 173.4 Commercial bribery. 173.5

173.6 Selling below cost. 173.7 Consignment distribution.

173.8 Enticing away employees of competitors.
Use of lottery schemes.
Combination or coercion to fix prices, suppress competition, or 173.9

173.10

restrain trade. Tie-in sales. Deception in general. 173.11 173.12

Deception as to used material or merchandise. 173.13

173.14 Deception as to status of distributor. 173.15 Discriminatory returns.

173.16 False invoicing.

173.100 General statement. 173.101 Return of merchandise. 173.102 Arbitration.

AUTHORITY: §§ 173.1 to 173.102, inclusive, issued under 38 Stat. 717, as amended, 15 U. S. C. 41, et seq.

#### GROTTP I

§ 173.0 General statement. The unfair trade practices embraced in § 173.0 to 173.16, inclusive, are considered to be unfair methods of competition, unfair or deceptive acts or practices, or other illegal practices, prohibited under laws administered by the Federal Trade Commission; and appropriate proceedings in the public interest will be taken by the Commission to prevent the use, by any person, partnership, corporation, or other organization subject to its jurisdiction, of such unlawful practices in com-

§ 173.1 Imitation or simulation of trade-marks, trade names, etc. The imitation or simulation of the trade-marks, trade names, brands, or labels of competitors, with the capacity and tendency or effect of misleading or deceiving purchasers, prospective purchasers, or theconsuming public, is an unfair trade practice. [Rule 1]

§ 173.2 Defamation of competitors or disparagement of their products. The defamation of competitors by falsely imputing to them dishonorable business' conduct, inability to perform contracts. questionable credit standing, or by other false representations, or the false disparagement of the grade, quality, or manufacture of the products of competitors, or of their business methods, selling prices, values, credit terms, policies, or services, is an unfair trade practice. [Rule 2]

§ 173.3 Discrimination—(a) Prohibited discriminatory prices, or rebates, refunds, discounts, credits, etc., which effect unlawful price discrimination. In the marketing in commerce of dolls or stuffed toys of like grade and quality for use, consumption, or resale within the jurisdiction of the United States, and subject to subdivisions (i) (ii), and (iii) of subparagraph (1) of this paragraph, it is an unfair trade practice for any mem-

ber of the industry engaged therein to discriminate in price between different purchasers where the effect thereof may be substantially to lessen competition or tend to create a monopoly in any line of commerce, or to injure, destroy, or prevent competition with such industry member or with any person who knowingly receives the benefit of such discrimination or with their customers.

(1) The inhibitions against such discrimination in price shall be applicable irrespective of whether the discrimination in the price itself is effected in the form, or through the means, of rebates, refunds, discounts, credits, allowances, or other form of price differential, and whether such discounts, refunds, or other form of price-differential, are given for early buying or are accomplished through false-dating of deliveries or by any other means or in any other manner.

(i) However, nothing contained in this section shall prevent differentials which make only due allowance for differences in the cost of manufacture, sale, or delivery resulting from the differing methods or quantities in which dolls or stuffed toys are sold or delivered to said purchasers.

(ii) Nor shall anything contained in this section prevent persons engaged in selling such products in commerce 1 from selecting their own customers in bona fide transactions and not in restraint of trade.

(iii) Nor shall anything contained in this section prevent price changes from time to time where made in response, to changing conditions affecting either (a) the market for the products concerned. or (b) the marketability of the products, such as, but not limited to, actual or imminent deterioration of perishable goods, obsolescence of seasonal goods, distress sales under court process, or sales in good faith in discontinuance of business in the products concerned.

(b) Prohibited brokerage or commissions. In the selling of dolls or stuffed toys in commerce, it is an unfair trade practice for any member of the industry engaged therein to pay or grant, or to receive or accept, any commission, brokerage, or other compensation, or any allowance or discount in lieu thereof, except for services rendered in connection with the sale or purchase of such products, either to the other party to such transaction or to an agent, representative, resident buyer, or other intermediary therein, where such agent, representative, resident buyer, or other intermediary is acting in fact for or in behalf, or is subject to the direct or indirect control, of any party to such transaction

other than the person by whom such compensation is so granted or paid.

(c) Prohibited advertising or promotional allowances, etc. In the selling of dolls or stuffed toys in commerce 1 by any member of the industry, and in the course thereof, it is an unfair trade practice for such member to pay or contract for the payment of any advertising or promotional allowances or any other thing of value to or for the benefit of his customer as compensation or in consideration for certain services or facilities furnished by or through such customer, unless such payment or consideration is available on proportionally equal terms to all other customers of such member competing in the distribution of such products.

(1) As used in this paragraph, the certain services or facilities referred to are such as are furnished by or through the customer in connection with the processing, handling, sale, or offering for sale, of such industry member's products.

(d) Prohibited discrimination in services or facilities. In the sale of dolls or stuffed toys bought for resale, with or without processing, it is an unfair trade practice for any member of the industryto discriminate in favor of one purchaser against another purchaser by furnishing certain services or facilities upon terms not accorded to all purchasers on proportionally equal terms.

(1) The services or facilities referred to in this paragraph are such as are connected with the processing, handling, sale, or offering for sale, of the products purchased, and the term "furnishing" as used in this paragraph shall be construed as including contracting to furnish, and contributing to the furnishing of, the services or facilities.

(e) Inducing or receiving an illegal discrimination in price. It is an unfair trade practice for any member of the industry, in the course of commerce in which he is engaged, knowingly to induce or receive a discrimination in price which is prohibited by the foregoing provisions of this section.

(f) Exemptions. The inhibitions of this section shall not apply to purchases of their supplies for their own use by schools, colleges, umversities, public libraries, churches, hospitals, and charitable institutions not operated for profit. [Rule 3]

§ 173.4 Unfair threats of infringement suits. The circulation of threats of suit for infringement of patents or trade-marks among customers or prospective customers of competitors, not made in good faith but for the purpose or with the effect of thereby harassing or intimidating such customers or prospective customers, or of unduly hampering, injuring, or prejudicing competitors in their business, is an unfair trade practice. [Rule 4]

§ 173.5 Commercial bribers. It is an unfair trade practice for a member of the industry to give, or offer to give, or permit or cause to be given, directly or indirectly, money or anything of value to agents, employees, or representatives of customers or prospective customers, or to agents, employees, or representatives

As here used, the word "commerce" means "trade or commerce among the several States and with foreign nations, or between the District of Columbia or any Territory of the United States and any State, Territory, or foreign nation, or between any insular possessions or other places under the jurisdiction of the United States, or between any such possession or place and any State or Territory of the United States or the District of Columbia or any foreign nation, or within the District of Columbia or any Territory or any insular possession or other place under the jurisdiction of the United States"

of competitors' customers or prospective customers, without the knowledge of their employers or principals, as an inducement to influence their employers or principals to purchase or contract to purchase dolls or stuffed toys manufactured or sold by such industry member or the maker of such gift or offer, or to influence such employers or principals to refrain from dealing in the products of competitors or from dealing or contracting to deal with competitors. [Rule 5]

§ 173.6 Selling below cost. The practice of selling dolls or stuffed toys below the seller's cost, when pursued with wrongful intent of thereby injuring a competitor and where the effect of such practice is to unreasonably restrain trade, tend to create a monopoly, or substantially lessen competition, is an unfair trade practice.

This section is not to be construed as prohibiting all sales below cost, but only such selling below the seller's cost as is resorted to and pursued as a monopolistic practice with the wrongful intent referred to and coupled with the effect of unreasonably restraining trade, tending to create a monopoly, or substantially

lessening competition.

The costs referred to in this section are actual costs of the respective seller and not some other figure or average costs in the industry determined by an industry cost survey or otherwise. [Rule 6]

- § 173.7 Consignment distribution. It is an unfair trade practice for any member of the industry to employ the practice of shipping dolls or stuffed toys on consignment or pretended consignment for the purpose and with the effect of artificially clogging or closing trade outlets and unduly restricting competitors' use of said trade outlets in getting their products to consumers through regular channels of distribution, and with the effect of thereby injurying, destroying, or preventing competition, or tending to create a monopoly or to unreasonably restrain trade. However, nothing in this section shall be construed as restricting or preventing consignment shipping or marketing of colls or stuffed toys in good faith where suppression of competition, restraint of trade, or undue interference with competitors' use of the usual channels of distribution, is not effected. [Rule 7]
- § 173.8 Enticing away employees of competitors. It is an unfair trade practice for any member of the industry wilfully to entice away employees of competitors with the intent and effect of thereby unduly hampering or injuring competitors in their business and destroying or substantially lessening competition: Provided, That nothing in this rule shall be construed as prohibiting employees or agents from seeking or obtaining more favorable employment. [Rule, 8]
- § 173.9 Use of lottery schemes. It is an unfair trade practice for any member of the industry to sell, distribute, or promote the sale or distribution of dolls or stuffed toys by means of a game of chance, gift enterprise, or lottery scheme. [Rule 9]

§ 173.10 Combination or coercion to fix prices, suppress competition, or restrain trade. It is an unfair trade practice for a member of the industry, or any other person:

(a) To use, directly or indirectly, any form of threat, intimidation, or coercion against any member of the industry or other person to unlawfully fix, maintain, or enhance prices, suppress competition, or restrain trade; or

- (b) To enter into or take part in, directly or indirectly, any agreement, understanding, combination, conspiracy, or concerted action with one or more members of the industry, or with one or more other persons, to unlawfully fix, maintain, or enhance prices, suppress competition, or restrain trade. [Rule 10]
- § 173.11 Tie-in sales. The practice of coercing or requiring the purchase of one or more products as a prerequisite or condition to the purchase of one or more other products, where the effect may be to substantially lessen competition or tend to create a monopoly or to unreasonably restrain trade, is an unfair trade practice. [Rule 11]
- § 173.12 Deception in general. It is an unfair trade practice for any member of the industry to use, or cause or promote the use of, any trade promotional literature, advertising matter, guarantee, warranty, mark, brand, label, designation, or representation, however disseminated or published, which has the capacity and tendency or effect of misleading or deceiving purchasers, prospective purchasers, or the consuming public:
- (a) With respect to the grade, quality, quantity, weight, size, type, kind, brand, color, design, characteristics, workmanship, construction, composition, material, finish, washability, sanitary properties, performance, durability, or origin of any doll or stuffed toy or

(b) With respect to the price, value, or terms or conditions of sale, of any doll

or stuffed toy or

(c) With respect to the manufacture, distribution, or marketing of any such product; or

(d) In any other material respect. [Rule 12]

§ 173.13 Deception as to used material or merchandise. (a) It is an unfair trade practice to sell, offer for sale, advertise, or otherwise represent, directly or indirectly, any doll or stuffed toy as being new when such product is not in fact new or is not composed wholly of new parts and materials.

(b) In the marketing of dolls or stuffed toys containing used or second-hand parts, materials or accessories, it is an unfair trade practice to fail or refuse to make full and nondeceptive disclosure, by tag or label attached to the merchandise and in all advertising and trade promotional literature, of the fact that such dolls or stuffed toys, or parts or materials or accessories, are not new but are used or secondhand, such failure or refusal to disclose having the capacity and tendency or effect of misleading or deceiving purchasers, prospective purchasers, or the consuming public.

(c) Nothing in this section shall be construed as permitting the sale or distribution of dolls or stuffed toys which contain any unsanitary materials. [Rule 13]

§ 173.14 Deception as to status of distributor. The practice by a member of the industry of selling or marketing dolls or stuffed toys through a pretended independent distributor, in such manner or under such circumstances as to lead purchasers or prospective purchasers to believe that such distributor is independent of such industry member when such is not the fact, is an unfair trade practice. [Rule 14]

§ 173.15 Discriminatory returns. It is an unfair trade practice for any member of the industry engaged in commerce to discriminate in favor of one customer-purchaser against another customer-purchaser of dolls or stuffed toys, bought from such member for resale, by contracting to furnish, or furnishing in connection therewith, upon terms not accorded to all customer-purchasers on proportionally equal terms, the service or facility whereby such favored purchaser is accorded the privilege of returning products so purchased and receiving therefor credit or refund of purchase price.

However, nothing in §§ 173.1 to 173.16, inclusive, shall be construed as prohibiting the return of merchandise by purchasers for credit or refund of purchase price because such merchandise is defective in material, workmanship, or in any other respect, contrary to guarantee, warranty, or purchase contract. [Rule 15]

§ 173.16 False invoicing. Withholding from or inserting in an invoice, billing, or statement any material information by reason of which omission or insertion a false record is made, wholly or in part, of the transaction which such invoice, billing, or statement purports to represent, with the effect of thereby misleading or deceiving purchasers, prospective purchasers, or the consuming public, is an unfair trade practice. [Rule 16]

#### - GROUP II

§ 173.100 General statement. Compliance with trade practice provisions embraced in §§ 173.101 and 173.102 is considered to be conducive to sound business methods and is to be encouraged and promoted individually or through voluntary cooperation exercised in accordance with existing law. Nonobservance of such rules does not per se constitute violation of law. Where, however, the practice of not complying with § 173.101 or § 173.102 is followed in such manner as to result in unfair methods of competition, or unfair or deceptive acts or practices, corrective proceedings may be instituted by the Commission as in the case of violation of §§ 173.1 to 173.16, inclusive.

§ 173.101 Return of merchandise. The practice, by members of the industry, of selling any doll or stuffed toy and later permitting the purchaser to return it for credit or refund of purchase price,

<sup>&</sup>lt;sup>1</sup>See footnote on p. 4226.

without just cause, creates waste and loss, increases the cost of doing business to the detriment of both the industry and the public, and is condemned by the industry, subject, however, to the requirements and limitations set forth in the provisions of §§ 173.3 and 173.15.

§ 173.102 Arbitration. The industry approves the practice of handling business disputes between members of the industry and their customers in a fair and reasonable manner, coupled with a spirit of moderation and good will, and every effort should be made by the disputants themselves to compose their differences. If unable to do so they should, if possible, submit these disputes to arbitration.

Promulgated and issued by the Federal Trade Commission June 28, 1947.

WM. P GLENDENING, Jr., Acting Secretary.

[F. R. Doc. 47-6092; Filed, June 27, 1947; 8:48 a. m.]

# TITLE 22—FOREIGN RELATIONS

#### Chapter 1—Department of State

CERTIFICATION OF ALLOCATION OF CERTAIN MATERIALS NECESSARY TO MEET INTER-NATIONAL COMMITMENTS

Cross Reference: For certification of allocation of certain materials necessary to meet international commitments see Title 15, Subtitle A, supra.

### TITLE 24—HOUSING CREDIT

# Chapter I-Federal Home Loan Bank Administration

Bulletin 881

PART 4—OPERATIONS OF THE BANKS

DEPOSITS FROM MEMBERS

JUNE 25, 1947.

Notice having been duly given pursuant to 24 C. F R. 8.3 (c), of the proposed amendment of 24 C. F. R. 4.1 (f) said amendment is hereby adopted effective June 28, 1947, as follows:

§ 4.1 General powers. \*

(1)(f) Deposits from members. Banks may accept demand deposits from members, but no interest shall be paid thereon. At least 25% of such funds on deposit shall be reserved in the form of cash and/or U.S. Treasury Bills. The remaining 75% of such funds on deposit shall be invested within the provisions of section 11 (g) of the act. The Governor may, in his discretion, upon the application of a Bank, waive all or a part of these reserve requirements, subject to the provisions of the Federal Home Loan Bank Act, as now or hereafter amended. Immediate withdrawal may be permitted in the form of the check of the Bank or as otherwise authorized from time to time by order of the Federal Home Loan Bank Administration.

(2) Banks may accept time deposits from members but shall reserve the right to require, in writing, thirty days' notice of intention to withdraw such deposits or any part thereof. At least 25% of

such funds on deposit shall be reserved in the form of cash and/or U.S. Treasury Bills. The remaining 75% of such funds on deposit shall be invested within the provisions of section 11 (g) of the act. The Governor may, in his discretion, upon the application of a Bank, waive all or a part of these reserve requirements, subject to the provisions of the Federal Home Loan Bank Act, as now or hereafter amended. The rates of interest to be paid on such deposits as remain unwithdrawn for periods of thirty days or more may be established by the board of directors of each Bank, within the ranges established by the Federal Home Loan Bank Administration. Withdrawals of such deposits shall be in the form of the check of the Bank, or in such other manner as may from time to time be authorized by order of the Federal Home Loan Bank Administration:

(3) As used in subparagraphs (1) and (2) of this paragraph, the word "cash" shall not include deposits in any other Bank.

(Secs. 11 (e) 11 (g) 12, 16, 47 Stat. 733, 735, 736, 60 Stat. 237; 12 U.S. C. 1431 (e) 1431 (g) 1432, 1436)

[SEAL]

HAROLD LEE, Governor KENNETH G. HEISLER, General Counsel. ORMOND E. LOOMIS. Executive Assistant to the Commissioner

[F. R. Doc. 47-6125; Filed, June 27, 1947; 8:54 a. m.]

### TITLE 32-NATIONAL DEFENSE

Chapter VIII—Office of International Trade, Department of Commerce

> Subchapter B-Export Control [Amdt. 3391

PART 801-GENERAL REGULATIONS

PROHIBITED EXPORTATIONS

Section 801.2 Prohibited exportations is amended as follows:

The list of commodities set forth in paragraph (b) is amended by adding thereto the following commodities:

Dept. of Com. Sched. B No.	Commodity	Unit	GLV dollar value limits country group	
			ĸ	E
				Į.
<i>5</i> 01325 .	Petroleum products: Blending agents or anti- knock compounds of	Gls	\$100	\$100
501600	petroleum origin. Aviation Motor Fuel	Bbls	1 000	
	Other Motor Fuel and	Bbis.	1,000	1,000
501700	Gasoline.	TO DIDE	1,000	1,000
502700	Kerosene-	Bbls	1 000	1 000
503000	Gas, Oil and Distillate	Bbls	17 000	1 600
000000	Fuel Oil.	CIU	12,000	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
503100	Residual fuel oil	Bbls	1,000	1,000
			ı	

This amendment shall become effective June 30, 1947.

(Sec. 6, 54 Stat. 714, 55 Stat. 206, 56 Stat. 463, 58 Stat. 671, 59 Stat. 270, 60 Stat. 215;

50 U.S. C. App. and Sup. 701, 702; E.O. 9630, September 27, 1945, 10 F R. 12245)

Dated: June 25, 1947.

FRANCIS MCINTYRE, Deputy Director for Export Control, Commodities Branch.

[F. R. Doc. 47-6110; Filed, June 27, 1947; 8:49 a. m.]

[Amdt. 338] -

PART 802-GENERAL LICENSES SHIPMENTS OF LIMITED VALUE

Section 802.10 Shipments of limited value "GLV" is amended to read as follows:

§ 802.10 Shipments of limited value "GLV"-(a) Purpose and symbol. The general license for shipments of limited value "GLV" authorizes the exportation from the United States without a validated export license of shipments falling within certain specified value limits. In making shipments under this general license the exporter must note the symbol GLV on the Shipper's Export Declaration to certify that his shipment conforms to the provisions of this general

(b) Definitions - and interpretations. The following definitions and interpretations are applicable to this general license:

(1) "Single shipment" means the shipment of all commodities which move at the same time from one exporter to one importer on the same exporting carrier.

(2) "Net value" means the actual selling price less shipping charges or the current market price to the same type of purchaser in the United States, whichever is the larger.

(3) "One importer" is interpreted as follows: For exportation under the provisions of general license GLV, not more than the amount authorized under this general license may be exported in a single shipment from a designated exporter to a designated consignee or to an intermediate consignee even though such shipment is to be forwarded to one or more ultimate consignees.

(c) General provisions. (1) Subject to the special provisions for Mexico set forth in paragraph (d) of this section, all commodities included in the list of commodities set forth in § 801.2 of this chapter which have a dollar value specified may be exported to Group K destinations, or to Group E destinations where, in a single shipment, the net value of the commodities classified in a single entry in the Positive List does not exceed the specified dollar value limit in the columns headed "GLV Dollar Value Limits Country Group K" or "GLV Dollar Value Limits Country Group E," whichever is applicable.

(2) Commodities not included in the list of commodities set forth in § 801.2 of this chapter may be exported to Group K destinations without value limit under the general license set forth in § 802.7. Such commodities may be exported under general license GLV to Group E destinations where, in a single shipment, the

net value of all the commodities classified under a single Schedule B number does not exceed \$25.

(3) Commodities licensed by other government agencies and commodities included in the list of commodities set forth in § 801.2 of this chapter with the word "none" in the country group under the column headed "GLV Dollar Value Limits" may not be exported under this general license.

(4) Where an asterisk precedes the dollar value limit for any commodity in the list of commodities set forth in § 801.2 of this chapter, all forms, conversions and derivatives of such commodity, even though not covered by the Schedule B number for the entry, are included in the value specified.

(d) Special provisions for Mexico.

(1) Exportations to Mexico under the provisions of general license "GLV" are permitted only when such shipments are made in conformity with one of the following two conditions:

(i) The shipment is a "single shipment" as defined in paragraph (b) of this section, provided that such shipment is transported by a common carrier or

is a mail shipment; or

(ii) If the shipment is not a mail shipment or is transported otherwise than by a common carrier not more than one such shipment may be made by or on behalf of the same exporter to or for the account of the same ultimate consignee during the same calendar week.

(2) Any person making an exportation to Mexico under this general license which is not a mail shipment and which is to be transported otherwise than by common carrier shall enter on his Shipper's Export Declaration covering such shipment a certification in the following form:

The undersigned certifies to the Department of Commerce that the merchandise above described is the only shipment of the commodity(ies) classified under the Schedule B number(s) set forth herein to be exported under the provisions of general license "GLV" by the undersigned exporter to the consignee named herein during the current calendar week.

#### Signed

(3) Collectors of Customs are authorized to limit or prevent altogether the exportation of any commodity to Mexico under this general license whenever they shall have cause to suspect that such exportation is being made for the purpose or with the intent of evading any of the regulations of the Department of Commerce.

(4) In any case where the Collector of Customs determines that the limitations in subdivision (ii) of subparagraph (1) of this paragraph would create an unnecessary hardship or that an emergency exists in a particular case, he is authorized to permit more than one such shipment in a calendar week under this general license: *Provided*, That the value of each such shipment does not exceed the value limitation provided for the commodities included in such shipment under this general license.

(Sec. 6, 54 Stat. 714, 55 Stat. 206, 56 Stat. 463, 58 Stat. 671, 59 Stat. 270, 60 Stat.

215; 50 U. S. C. App. & Sup. 701, 702; E. O. 9630, Sept. 27, 1945, 10 F. R. 12245)

Dated: June 19, 1947.

FRANCIS MCINTYRE,
Deputy Director for Export Control,
Commodities Branch.

[F. R. Doc. 47-6109; Filed, June 27, 1947; 8:49 a. m.]

# TITLE 47—TELECOMMUNI-CATION

# Chapter I—Federal Communications Commission

[Docket No. 8184]

PART 1—ORGANIZATION, PRACTICE AND PROCEDURE

PART 43—REPORTS (RULES GOVERNING THE FILING OF INFORMATION, CONTRACTS, PE-RIODIC REPORTS, ETC.)

REPORTS OF CHANGES IN DEPRECIATION RATES OF COMMUNICATION COMMON CARRIERS

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 20th day of June 1947:

The Commission having under consideration the matter of rules and regulations concerning reports of changes in depreciation rates of communication common carriers;

It appearing, that on May 8, 1947, the Commission adopted a notice of proposed rule making which was distributed among interested parties and published in the Federal Register on May 24, 1947 (12 F R, 3360) setting forth the proposed addition of a new section, § 43.43, to Part 43 (Reports) of the Commission's rules and regulations, as described in that notice, and the proposed rescission of Commission Order No. 100 (7 F R. 4277) and § 1.551, and providing for comment

person;
It further appearing, that the period in which interested persons were afforded an opportunity to submit comment expired on June 15, 1947, and the Commission has not received any comments in

upon such proposal by any interested

opposition to the said proposal;

It further appearing, that since many carriers make changes in depreciation rates on July 1, and since representatives of the carriers participated in the formulation of the proposed rule and no carrier has expressed any opposition thereto, the Commission finds that both the public interest and the interest of the carriers will best be served by making this order effective less than thirty days after publication thereof in the Federal Register as required by section 4 (c) of the Administrative Procedure Act.

It is ordered, That § 43.43 is added to Part 43 (Reports) of the Commission's rules and regulations, as follows:

§ 43.43 Reports of changes in depreciation rates. (a) Each communication common carrier subject to the Communications Act of 1934, as amended, having annual operating revenues in excess of \$250,000 shall, with respect to any proposed change in its depreciation rates,

and at least sixty (60) days prior to the last day of the month in the accounts for which the effect of such change is first recorded, file with the Commission, in triplicate, the following information with respect to each depreciation rate proposed to be changed on or after the effective date of this section:

(1) A statement showing the class or subclass of plant to which applicable, the effective date of the proposed change, the rate in effect immediately before and after such change, and the corresponding service-life and net-salvage estimates;

(2) A general statement describing the method or methods employed in the development of the service-life and the net-salvage estimates, and the reasons for the proposed change in the rate.

(b) When the proposed change in rate applicable to any class or subclass of plant (1) amounts to twenty percent (20%) or more of the rate currently applied thereto, or (2) would have changed by one percent (1%) or more the aggregate annual depreciation charges for all depreciable plant if the new rate applicable to such class or subclass had been in effect during the preceding calendar year, the statements required in paragraph (a) of this section shall be supplemented by copies of supporting data, calculations, and charts underlying the service-life and net-salvage estimates. (If compliance with this requirement involves submittal of a large volume of data of a repetitive nature, an illustrative portion may be filed.)

(c) The foregoing statements shall be accompanied by a statement, likewise in triplicate, showing the expected net change in the annual depreciation charges resulting from the revised depreciation rates and indicating the basis of determining the expected net change.

It is further ordered, That Commission Order No. 100 is rescinded, and that § 1.551 of the Commission's rules and regulations is revised so as to make proper cross-reference to § 43.43, as follows:

§ 1.551 Reports of changes in depreciation rates. Carriers having annual operating revenues in excess of \$250,000 shall file reports relating to changes in depreciation rates as required by § 43.43 of this chapter.

It is further ordered, That this order shall become effective July 1, 1947.

(Sec. 4 (i), 219 (b), 220 (b) 48 Stat. 1068, 1078, 1079; 47 U. S. C. 154 (i) 219 (b) 220 (b))

By the Commission.

[SEAL]

T. J. Slowie, Secretary.

[F. R. Doc. 47-6114; Filed, June 27, 1947; 8:51 a.m.]

PART 18—INDUSTRIAL, SCIENTIFIC AND MEDICAL SERVICE

UNLICENSED OPERATION OF INDUSTRIAL HEATING EQUIPMENT

In the matter of amendment of §§ 18.21 and 18.22 of Part 18 of the Commission's rules and regulations.

At a meeting of the Federal Communications Commission held at its offices in Washington, D. C. on the 25th day of June 1947:

The Commission having under consideration the revision of Part 18 of its rules and regulations which permits the unlicensed operation of industrial heating equipment manufactured and assembled on or after July 1, 1947, only if such equipment is covered by a certification of the manufacturer or a competent engineer, containing certain data with respect to the operation of such equipment; and

It appearing, that the Commission having determined from available information that the public interest would be served by permitting the temporary certification on a tentative basis of industrial heating equipment manufactured during the period July 1, 1947 through December 31, 1947; and

It further appearing, that the proposed amendments to the Commission's rules and regulations are designed to relax certain requirements contained therein, which requirements will be effective on June 30, 1947, and that compliance with the provisions of section 4 of the Administrative Procedure Act would be impracticable and contrary to public interest,

convenience and necessity. It is ordered, effective June 30, 1947, that the following proviso be added to §§ 18.21 and 18.22 of Part 18 of the Commission's rules and regulations: "Provided, That the certification required by this section may, for equipment manufactured and assembled during the period July 1, 1947 to December 31, 1947, be tentative in nature stating that tests sufficient to make the full certification required above have not been completed but that certain tests have been completed upon the basis of which it is believed that the equipment meets requirements of these rules and regulations. No such tentative certification shall be valid for a period in excess of six months from the date of tentative certification or beyond March 31, 1948. Any such tentative certification, to be valid, shall also contain a guarantee of the certifier to give the full certification required by this section, within the period during which the tentative certification is valid, and to make such changes and modifications in the equipment covered as may be necessary for the equipment to be entitled to such full certification."

[SEAL] FERERAL COMMUNICATIONS
COMMISSION,
T. J. SLOWIE,
Secretary.

[F. R. Doc. 47-6124; Filed, June 27, 1947; 8:54 a. m.]

[Docket No. 8401]

PART 31—UNIFORM SYSTEM OF ACCOUNTS FOR CLASS A AND CLASS B TELEPHONE COMPANIES

# MISCELLANEOUS AMENDMENTS

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 20th day of June 1947:

The Commission having under consideration the matter of an amendment of Part 31 (Uniform System of Accounts for Class A and Class B Telephone Companies) of the Commission's rules and regulations;

It appearing that on May 28, 1947, the Commission adopted a notice of proposed rule making which was distributed among interested parties and published in the Federal Register on June 5, 1947 (12 F R. 3676) setting forth-a proposed amendment of Part 31 of the Commission's rules and regulations, as described in that notice, and providing for comment upon such proposal by any interested person;

It further appearing that the period in which interested persons were afforded an opportunity to submit comment expired on June 16, 1947, and that the Commission has not received any comments in opposition to the said proposal;

It further appearing that under section 220 (g) of the Communications Act of 1934, as amended, notice of alterations by the Commission in the required manner or form of keeping accounts shall be given by the Commission at least six months before the same are to take effect:

It is ordered, That effective January 1, 1948, Part 31 (Uniform System of Accounts for Class A and Class B Telephone Companies) of the Commission's rules and regulations, is amended as set forth below.

Amendment of Part 31 (Uniform System of Accounts for Class A and Class B Telephone Companies) of the Commission's rules and regulations as revised to August 1, 1946.

1. Following § 31.01-9, insert the following new instruction:

§ 31.01-9a Sequence of accounts. The order in which the accounts are presented in this system of accounts is not to be considered as necessarily indicative of the order in which they will be scheduled at all times in reports to the Commission.

- 2, Amend § 31.1-13 (b) to read as follows:
- (b) The necessary adjustments for the difference between (1) the face amount of bonds and other evidences of debt that have been reacquired and (2) the amounts actually paid for them plus the amounts of expenses incurred in connection with their reacquisition shall be included, when a debit, in account 413, "Miscellaneous debits to earned surplus," and when a credit, in account 402, "Miscellaneous credits to earned surplus." In the case of refinancing, amounts that ordinarily would thus be charged or credited to earned surplus may be made subject to amortization upon approval by the Commission in the specific instance.
- 3. Following § 31.1-13, paragraph (b), add new paragraphs as follows:
- (c) The necessary adjustments for the difference between (1) the face amount of bonds and other evidences of

debt that previously have been reacquired and are resold and (2) the amounts actually received for them less the amounts of expense incurred in connection with their resale shall be included when a debit in account 413, "Miscellaneous debits to earned surplus," and, when a credit, in account 402, "Miscellaneous credits to earned surplus."

(d) The necessary adjustments for the difference between (1) the book amount of capital stock that has been reacquired and (2) the amount actually paid for it plus the amounts of expense incurred in connection with its reacquisition shall be included in account 179, "Other capital surplus," except that the excess of a debit adjustment over the balance in account 179, applicable to capital stock of the same class, shall be charged to earned surplus: And, promded further That a credit adjustment shall be included in earned surplus to the extent that any previous charges to earned surplus on account of transactions in the same class of stock have not been offset by previous credits to earned surplus on account of such transactions.

(e) The necessary adjustments for the difference between (1) the book amount of capital stock that previously has been reacquired and is resold, and (2) the amount actually received for it less the amounts of expense incurred in connection with its resale shall be included in account 179, "Other capital surplus," except that the excess of a debit adjustment over the balance in account 179, applicable to capital stock of the same class, shall be charged to earned surplus: And provided further, That a credit adjustment shall be credited to earned surplus to the extent that any previous charges to earned surplus on account of transactions in capital stock of the same class have not been offset by previous credits to earned surplus on account of such transactions.

(f) The company's records shall be so maintained that in reports to the Commission there may be shown the extent to which the surplus accounts have been charged and credited in connection with transactions in each class of capital stock.

- 4. Amend paragraph (e) of § 31.1-14 to read as follows:
- (e) When capital stock which has been actually issued or assumed by the company is reacquired the proportion (based upon the relation of the amount of stock reacquired to the total amount of that particular class or series of stock outstanding before its reacquirement) of the balance in the discount and premium account with respect to the stock reacquired shall be cleared to account 179, "Other capital surplus," except that any excess of a debit amount over the balance in account 179, applicable to capital stock of the same class, shall be charged to earned surplus: And, promded further, That a credit amount shall be credited to earned surplus to the extent that any previous charges to earned surplus on account of transactions in capital stock of the same class have not been offset by previous credits to earned surplus on account of such transactions.

<sup>&</sup>lt;sup>1</sup>For sale by the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.

5. Following § 31.1-17, insert a new section as follows:

§ 31.1–18 Surplus. (a) The accounts designated as capital surplus accounts are designed to show (1) paid-in surplus (i. e., proprietary contributions in excess of the stated capital included in the capital-stock accounts) (2) donated surplus (including (i) surplus created by donations of stock or assets by proprietary interests, and (ii) contributions of assets or forgiveness of debt by others) when the intent of the donor or bondholder is to increase the company's invested capital, (3) surplus arising from reacquisition or resale of, or otherwise trading in, the company's own capital stock, and (4) surplus arising from the reduction of the stated value of capital stock due to such occasions as retirement, reorganization, or recapitalization.

(b) The balance-sheet accounts designated as earned-surplus accounts are designed to show the accumulated undistributed surplus derived from the normal operations of the company and from all sources (including sales of fixed assets) other than those sources referred to in paragraph (a) of this section.

(c) Not later than April 1, 1948 (except as provided in note hereto) the company shall submit to the Commission a transcript of its capital-surplus account or accounts covering the entire. period from inception to January 1, 1948, showing in detail the nature and amounts of charges and credits, respectively, and the balance that was or, if it had always been maintained, would have been in the account at the close of each year. The transcript shall be accompanied by a summary statement in which the charges and credits for the entire period covered by the transcript have been classified according to their nature and summarized to show the aggregate amount of each such classification as well as the aggregate amount of charges and credits, respectively, for the period and the resulting balance in the account or accounts at January 1, 1948.

Note: Where a segregation corresponding to account 179, "Other capital surplus," has not been maintained in the past and any credits which would have been made to that account are obviously exceeded by the charges which would have been made thereto, the company may file a certified statement, in lieu of the foregoing transcript and summary, specifying that as of December 31, 1947, the balance in account 181, "Unapproprlated earned surplus," contained no capital surplus. For the purpose of this determination write downs or write offs of valid intangible assets shall be considered to have been a charge against other capital surplus, except where conclusive evidence indicates that such action was intended to be made against earnings.

- 6. Following § 31.100:4, insert a new section as follows:
- § 31.100:7 Telephone plant adjustment. (a) This account shall include the difference between the original cost (note instruction 31.01-3 (x)) estimated if not known, and the book cost of telephone plant, as at December 31, 1947, to the extent that such difference is not properly includible in account 100:4, "Telephone plant acquisition adjust-

ment," and for which disposition has not previously been made.

(b) The amounts included in this account shall be so classified as to show the nature of each amount and shall be disposed of as the Commission may approve or direct.

Note: The provisions of this account shall not be construed as approving or authorizing the recording of appreciation of plant.

- 7. Amend paragraphs (b) and (c) of § 31.134:2 to read as follows:
- (b) When any issue of capital stock, or a portion thereof, is reacquired, there shall be credited to this account and charged to account 179, "Other capital surplus," the amount herein with respect to such stock, except that any excess of such amount over the balance in account 179 applicable to capital stock of the same class, shall be charged to earned surplus.
- (c) The company may amortize or write off the balance carried in this account by credits hereto and concurrent charges to account 179, "Other capital surplus," or to earned surplus in case the amount exceeds the balance in account 179 applicable to the same class of stock.
- 8. Following § 31.174, insert a new section as follows:

§31.179 Other capital surplus Among the amounts includible in this account are credits arising from the reacquisition and resale, from the retirement and cancellation, from a reduction of a stated value, and from the donation by stockholders of the company's capital stock; surplus arising from the forgiveness of debt of the company; surplus recorded upon the reorganization or recapitalization of the company; and amounts that become the property of the company as a result of a forfeiture by others of deposits on subscriptions to capital stock and of installments paid on capital stock.

Nore: When the circumstances under which debt is forgiven indicate that its forgiveness is an adjustment of earned surplus, it may be treated as such upon the approval by this Commission in the specific instance.

- 9. Change the center caption "Surplus" to read "Earned Surplus" and amend § 31.180, "Surplus reserved," to read as follows:
- § 31.180 Earned surplus reserved. (a) This account shall include the amount of earned surplus reserved or otherwise set aside for any purpose not provided for elsewhere. (Note § 31.3-31.)
- (b) Separate subaccounts shall be maintained under such titles as will designate the purpose for which each reserve recorded hereunder was created.
- 10. Amend § 31.181, "Unappropriated surplus." to read as follows:
- § 31.181 Unappropriated earned surplus. An account under this title shall be maintained in the general books of the company. It shall include the balance of all earned surplus accounts (400 to 416, inclusive).

- 11. Amend § 31.402 to read as follows:
- § 31.402 Miscellaneous credits to earned surplus. This account shall include amounts creditable to earned surplus not provided for elsewhere. Among the items which shall be credited to this account are (Note § 31.01-8).

Amount of adjustments arising from transactions in the company's own capital stock which are not includible in account 179. (Note § 31.1-13 (d), (e), (f).)
Amounts of the credit balance at the time

of its reacquirement in the discount, premlum, and debt expense account relating to long-term debt reacquired. (Note § 31.1-15.) Amounts received for abrogation of con-

tracts. Credits for amounts previously written off

through charges to earned surplus. Credits from adjustments in connection with the reacquisition of bonds and other evidences of debt. (Note also § 31.1-13 (b).)
Delayed credits to income, operating rev-

enue, and operating expense accounts as provided in § 31.01-5.

Forfeitures of amounts deposited with the company under options for the sale or lease of property.

Profits arising from foreign exchange.

(Note § 31.01-7.)

Profits derived from the resale of company recurities owned other than capital stock

Profits derived from the sale of securities of other companies.

Profits derived from the sale of unexpired leases.

Profits from the sale of land carried in account 103 and of depreciable property in account 103 not previously used in telephone cervice. (Note also account 174.)

Unclaimed dividends.

Unclaimed wages and vouchered accounts written off.

- 12. Amend § 31.413 to read as follows:
- Miscellaneous debits to earned surplus. This account shall include amounts chargeable to earned surplus not provided for elsewhere. Among the items which shall be charged to this account are (Note § 31.01-8)

Amortization, at the company's option, of the balance in account 201.

Amortization not provided for elsewhere. Amount of adjustments arising from transactions in the company's own capital stock which are not includible in account 179. (Note § 31.1-13 (d), (e), (f).)

Amounts charged to earned surplus to

cover past accrued depreciation not provided for. (Note also account 171.)

Amounts charged to earned surplus to extinguish, at the company's option, all or any part of the debit balance remaining in any particular discount, premium, and debt expense account for long-term debt actually

outstanding. (Note § 31.1-15.)

Amounts charged to earned surplus in recognition of the decline in value of current accets and securities owned. (Note \$\$ 31.1-11, 31.1-12.)

Amounts of capital-stock expense written off which are not includible in account 179. (Note account 134:2.)

Amounts of the debit balance at the time of its reacquirement in the discount, premium, and debt expense account relating to long-term debt reacquired. (Note § 31.1–15.) Amounto paid for abrogation of contracts.

Appropriations to nonpar stock accounts. (Note § 31.1-16:1.)

Debits resulting from adjustments required in connection with the reacquisition of bonds and other evidences of debt. (Note § 31.1-13.)

Delayed debits to income, operating revenue, and operating expense accounts as provided in § 31.01-5.

Forfeiture of amounts deposited by the company under options for the purchase or lease of property.

Inventory, appraisal, and other costs inci-dent to the contemplated acquisition, sale or lease of property when the projects are abandoned.

Losses arising from foreign exchange. (Note § 31.01–7.)
Losses of funds due to bank failures.

Losses resulting from the resale of company securities owned other than capital stock.

Losses resulting from the sale of land carried in account 103 and losses resulting from the sale, destruction, or retirement of de-preciable property carried in account 103 not previously used in telephone service. (Note account 174.)

Losses resulting from the sale of securities of other companies.

Payments of amounts previously written off through credits to earned surplus.

Penalties and fines paid on account of violations of statutes pertaining to regula-

Uncollectible receivables, or provisions therefor, not chargeable to other accounts.

- 13. Make the following changes in the table of contents and other points of reference:
- (a) Make the following additions to the table of contents:
- (1) Following § 31.01-9 insert: "31.01-9A Sequence of accounts."
- § 31.1-17 ·(2) Following insert: "31.1-18 Surplus."
- (3) Following § 31.100:4 insert: "31,100:7 Telephone plant adjustment."
- (4) Following § 31.174 insert: "31.179 Other capital surplus."
- (5) Following § 31.174 insert "Earned" to precede the word "Surplus."
- (6) Change § 31.180 as follows: "31.180 Earned surplus reserved."
- (7) Change § 31.181 as follows: "31.181 Unappropriated earned surplus."

(8) Following § 31.343 insert "Earned" to precede the word "Surplus" in the heading.

(9) Change § 31.4-40 as follows: "31.4-40 Purpose of earned surplus accounts."

- (10) Following § 31.4-40 insert "Earned" to precede the word "Surplus" in heading.
- (11) Change § 31.402 as follows: "31.402 Miscellaneous credits to earned surplus."
- (12) Change § 31.413 as follows: "31.413 Miscellaneous debits to earned surplus."
- (13) Change § 31.414 as follows: "31.414 Contractual reservations earned surplus.3
- (14) Change § 31.415 as follows: "31.415 Miscellaneous reservations of earned surplus."
- (b) Change cross reference to § 31.1-13 (b) to read § 31.1-13 (d-f) at the following points:

Section	Paragraph	Line (of paragraph)
31.01-3	(ce)	15
31.134:2	(a)	6
31.150	(b)	5

(c) Insert the word "earned" to precede the word "surplus" at the following points:

Section	Paragraph	Line (of paragraph)
31.01-5. 31.01-7. 31.01-7. 31.01-7. 31.1-11. 31.1-12. 31.1-15. 31.1-15.	(b) (a) (a) (b) (c) (c) (c)	4 11 5 7 3 12

Section	Paragraph	Line (of paragraph)
31,139 31,169 31,170 31,171 31,172 31,172 31,172 31,174 31,2-25 31,3-31 31,3-31 31,3-31 31,3-4 31,4-40 31,401 31,401 31,410 31,410 31,414 31,415 31,415	(a) (a) (a) (b) (b)	23 3 3 3 3 3 3 3 3 4, 9 6, 9 6, 1 2, 13 1, 2, 4, 8, 12, 11 3 1, 3 and note 3, 6

Insert the word "Earned" to precede "Surplus" in the headings "Instructions for Surplus Accounts" and "Surplus Accounts'

- (d) Make these additional changes in the following sections:
- (1) In § 31.01-3, paragraph (ee) insert "or" before "sale" and delete "or resale.
- (2) In § 31.1-14, paragraph (a), delete "or resale."
- (3) In § 31.1-15, paragraph (a) delete "or resale."
- (4) In § 31.134:2, paragraph (a), insert "or" before "sale" and delete "or resale.'
- (e) In the footnote designated by dagger, change § 31.1-17 to § 31.1-18.

(Sec. 4 (i) 220 (a) 48 Stat. 1068, 1078; 47 U. S. C. 154 (i), 220 (a))

FEDERAL COMMUNICATIONS [SEAL] COMMISSION, T. J. SLOWIE, Secretary.

JF. R. Doc. 47-6113: Filed, June 27, 1947; 8:50 a. m.]

# PROPOSED RULE MAKING

# DEPARTMENT OF JUSTICE

Immigration and Naturalization Service

# [8 CFR, Part 110]

AIRPORTS OF ENTRY; REVOCATION OF DES-IGNATION OF DINNER KEY SEAPLANE BASE, MIAMI, FLORIDA, CHANGES IN DESIGNA-TION OF HAVRE-HILL COUNTY AIRPORT, HAVRE, MONTANA, JOHN G. HINDE AIR, PORT, SANDUSKY, OHIO, AND WATERTOWN MUNICIPAL AIRPORT, WATERTOWN, NEW

NOTICE OF PROPOSED RULE MAKING

JUNE 23, 1947.

Pursuant to section 4 of the Administrative Procedure Act (60 Stat. 238; 5 U. S. C., Sup., 1003) notice is hereby given of the proposed assuance by the Attorney General of the following rule relating to the revocation and changes in designation of certain airports of entry for aliens. In accordance with subsection (b) of the said section 4, interested

persons may submit to the Commissioner of Immigration and Naturalization, Room 1806, Franklin Trust Building, Philadelphia 2, Pennsylvania, written data, views, or arguments relative to this proposed action. Such representations may not be presented orally in any manner. All relevant material received within twenty days following the day of publication of this notice will be considered.

Section 110.3, Airports of entry, Chapter I, Title 8, Code of Federal Regulations is hereby amended in the following respects:

Section 110.3 (a) is amended by deleting "Miamı, Fla., Dinner Key Seaplane Base" from the list of permanent airports of entry for aliens.

Section 110.3 (a) is further amended by making the following insertions in the list of permanent airports of entry for aliens: "Havre, Mont., Havre-Hill County Airport" between "Fairbanks, Alaska, Weeks Municipal Airfield" and "Juneau, Alaska, Juneau Airport" "Sandusky, Ohio, John G. Hinde Airport" between "San Diego, Calif., San Diego Municipal

Airport (Lindbergh Field)" and "San Juan, P. R., Isla Grande Airport" and "San Juan, P. R., Isla Grande Airport" and "Watertown, N. Y., Watertown Municipal Airport" between "Swanton, Vt., Warren R. Austin Airport" and "West Palm Beach, Fla., Roosevelt Flying Service Base (Currie Common Park)"

Section 110.3 (b) is amended by making the following deletions from the list of temporary airports of entry for aliens: "Havre, Mont., Havre-Hill County Airport" "Sandusky, Ohio, John G. Hinde Airport" and "Watertown, N. Y., Watertown Municipal Airport"

(Sec. 7 (d) 44 Stat. 572; 49 U.S. C. 177 (d) sec. 1, Reorg. Plan No. V, 3 CFR, Cum: Supp., Ch. IV)

[SEAL]

TOM C. CLARK, Attorney General.

Recommended: June 5, 1947.

Ugo Carusi.

Commissioner of Immigration and Naturalization.

[F. R. Doc. 47-6107; Filed, June 27, 1917; 8:48 a. m.] ١

## DEPARTMENT OF AGRICULTURE

## Production and Marketing Administration

# [7 CFR, Part 729]

### PEANUTS

NOTICE OF PROPOSED PROCLAMATION WITH RESPECT TO NATIONAL MARKETING QUOTA FOR 1948 CROP

Pursuant to Title III of the Agricultural Adjustment Act of 1938, as amended (7 U.S.C. and Sup. 1301-1393), the Secretary of Agriculture is required by section 358 (a) thereof to proclaim, between July 1 and December 1 of each calendar year, the amount of national marketing quota for peanuts from the crop produced in the next succeeding calendar year.

Any person interested in the proclamation to be made by the Secretary may submit his views thereon in writing to the Director, Fats and Oils Branch, Production and Marketing Administration, U. S. Department of Agriculture, Washington 25, D. C.

All submissions must be postmarked not later than July 10, 1947.

Issued at Washington, D. C. this 25th day of June, 1947.

[SEAL]

JESSE B. GILMER. Administrator.

JUNE 25, 1947.

[F. R. Doc. 47-6115; Filed, June 27, 1947; 8:51 a. m.l

# CIVIL SERVICE COMMISSION

[5 CFR, Part 34]

APPOINTMENT, COMPENSATION AND REMOVAL OF HEARING EXAMINERS

### NOTICE OF PROPOSED RULE MAKING

Notice is hereby given that the United States Civil Service Commission has under consideration regulations and standards covering the appointment and tenure of hearing examiners to be appointed under section 11 of the Administrative Procedure Act (60 Stat. 244; 5 U.S. C. Sup. 1010) In this connection, a hearing will be held on July 9, 1947, in the Hearing Room of the Tariff Commission, located on the third floor of the Tariff Commission Building, F Street between Seventh and Eighth Streets, Northwest, beginning at 10 a.m., eastern daylight time, at which interested parties will be afforded an opportunity to present their views to the Commission.

Persons desiring to be heard must notify the Commission, attention Chief Law Officer, prior to 5:15 p. m. July 7, 1947. It is requested that such persons also submit, in writing, a summary of their views prior to the date of the hearing. Persons not desiring to appear personally may submit a written statement of their views or arguments prior to the date of the hearing.

The proposed regulations are set out below. Additional copies of these proposed regulations and of the proposed standards for appointment may be obtained from the Commission (Information Office of the Examining and Place-

ment Division, Seventh and F Streets Northwest)

PART 34-APPOINTMENT, COMPENSATION, AND REMOVAL OF HEARING EXAMINERS

### SUBPART A-REGULATIONS

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## SUBPART A-REGULATIONS

§ 34.1 Corerage. (a) The regulations in this part shall be applicable to persons appointed under section 11 of the Administrative Procedure Act for proceedings pursuant to sections 7 and 8 of that act, and to hearing examiner positions.

(b) Except as otherwise provided in the regulations in this part, the rules and regulations applicable to positions in the competitive service shall apply to hearing examiner positions.

§ 34.2 Definitions—(a) In general. The definitions in § 4.301 of this chapter shall apply to terms used in the regulations in this part except as such terms are otherwise defined herein.

(b) Hearing examiner position. A hearing examiner position is one in which any portion of the duties includes those prescribed by the Administrative Procedure Act for presiding officers appointed under section 11 thereof. Decision within the Commission as to whether or not a particular position is a hearing

examiner position when presented for allocation shall be made by the Commission's Personnel Classification Division.

(c) Agency. Agency means an agency subject to the Administrative Procedure Act as defined in that act.

(d) Remoral. As used in the regulations in this part, removal means any involuntary change in the status of a hearing examiner, including demotion, promotion, reassignment, removal and suspension as defined in § 4.301 of this chapter.

§ 34.3 Board of examiners. All examinations held under authority of the Administrative Procedure Act shall be conducted by a board appointed by the Commission, to be known as the Board of Examiners for Hearing Examiner Positions. The Board shall consist of three members, not more than one of whom shall be selected from among officers or employees of the Commission. The Board shall function as a section of the Examining and Placement Division.

§ 34.4 Appointment of incumbents-(a) Incumbents with competitive status. Persons who were serving in positions that became hearing examiner positions on June 11, 1947, and who have competitive status may be given permanent appointments as hearing examiners, with the prior approval of the Commission. The Commission's approval will be given only after the qualifications of the person concerned have been passed upon and his character and suitability for Federal employment have been established by investigation. An oral interview may also be required. Persons proposed for permanent appointment under this paragraph who were conditionally appointed on June 11, 1947, may be continued under such conditional appointment pending receipt of the Commission's approval or disapproval of a permanent appointment.

(b) Incumbents without competitive status—(1) Temporary or war service appointees. Persons who were serving under a temporary or war service appointment in positions that became hearing examiner positions on June 11, 1947, must compete in the open competitive examination in order to qualify for a permanent appointment as a hearing ex-Until such time as a register aminer. is established, persons formerly serving under a temporary or war service appointment who were given a conditional appointment on June 11, 1947, may continue to serve under such conditional appointment with the prior approval of the Commission. The Commission's approval will be given only after the qualifications of the person concerned have been passed upon and his character and suitability for Federal employment have been established by investigation. An oral interview may also be required. The conditional appointment that was given on June 11, 1947, may be continued pending receipt of the Commission's approval or disapproval.

(2) Excepted appointees. (i) Persons who were serving under an excepted ap-pointment in positions that became hearing examiner positions on June 11, 1947, and who were appointed to such positions prior to December 11, 1946, may

acquire a competitive status in accordance with Civil Service Rule III and the Commission's regulations thereunder (Part 3 of this chapter) The Commission's approval of persons proposed for status under this subdivision will be given only after the qualifications of the person concerned have been passed upon and his character and suitability for Federal employment have been established by investigation. An oral interview may also be required. Persons proposed for status under this subdivision who were given a conditional appointment on June, 11, 1947, may be continued under such conditional appointment pending receipt of the Commission's approval or disapproval of the granting of status.

(ii) Persons who were serving under an excepted appointment in positions that became hearing examiner positions on June 11, 1947, and who were appointed to such positions subsequent to December 11, 1946, must compete in the open competitive examination in order to qualify for a permanent appointment as a hearing examiner. Until such time as a register is established, persons of this class who were given a conditional appointment on June 11, 1947, may continue to serve under such conditional appointment with the prior approval of the Commission. The Commission's approval will be given only after the qualifications of the person concerned have been passed upon and his character and suitability for Federal employment have been established by investigation. An oral interview may also be required. Pending receipt of the Commission's approval or disapproval, the conditional appointment that was given on June 11, 1947, may be continued.

§ 34.5 Method of filling vacancies. (a) Vacancies in hearing examiner positions shall be filled either:

(1) By selection from the open competitive eligible register, upon requisition to and certification by the Commission, in accordance with § 34.6 and Part 2 of this chapter.

(2) By promotion, reassignment, or transfer, in accordance with § 34.7.

(3) By reinstatement or restoration, in accordance with § 34.8.

(4) By temporary utilization of examiners of another agency, in accordance with § 34.12.

§ 34.6 Appointments. (a) Except as otherwise provided in the regulations in this part, the regulations for appointment through the competitive system (Part 2 of this chapter) shall apply to appointments to hearing examiner position, Provided, That no appointment whatsoever, except one made by selection from a certificate of eligibles from the open competitive register, shall be made without the prior approval of the Commission.

(b) All appointments to hearing exammer positions shall be conditional for the first year of service in such position, except where the person appointed has previously served satisfactorily for one year in a hearing examiner position. At the completion of the first year of service (or at any time during the first year of service if the agency decides that the hearing examiner is performing his duties unsatisfactorily) agencies shall submit to the Commission a complete report on the work of the hearing examiner. On the basis of this report the Commission will decide whether or not the hearing examiner is qualified for a permanent appointment. When the decision is that the hearing examiner is not qualified, his appointment shall be terminated after opportunity for a hearing, in accordance with Subpart B.

§ 34.7 Promotion, reassignment, and transfer. (a) Promotion, reassignment, and transfer from one hearing examiner position to another shall be made only with the prior approval of the Commission. The Commission's approval will be given only after the qualifications of the person concerned have been passed upon. An investigation of his character and suitability-and an oral interview

may also be required.

(b) When an agency desires to fill a hearing examiner position by the promotion, reassignment, or transfer of a person who has a competitive status and is serving in a position other than a hearing examiner position, it shall submit its request to the Commission. An application form (Standard Form 57) executed by the person proposed for promotion, reassignment, or transfer, shall be submitted at the same time. The Commission will rate the applicant on the basis of the open competitive requirements and will enter his name on the open competitive register in accordance with the rating received. If the person is within reach for certification, the Commission will approve the promotion, reagency otherwise it will disapprove the request.

§ 34.8 Reinstatement and restora-tion—(a) Reinstatement to a hearing examiner position. Reinstatement of a person with reinstatement status who formerly served as a hearing examiner or trial examiner shall be made only with the prior approval of the Commission. The Commission's approval will be given only after the qualifications of the person proposed for reinstatement have been passed upon and his character and suitability for Federal employment established by investigation. An oral interview may also be required.

(b) When an agency desires to fill a hearing examiner position by the reinstatement of a person who has a reinstatement status and who formerly served in a position other than a hearing examiner position, it shall submit its request to the Commission. An application form (Standard Form 57) executed by the person proposed for reinstatement, shall be submitted at the same time. The Commission will rate the applicant on the basis of the open competitive requirements and will enter his name on the open competitive register in accordance with the rating received. If the person is within reach for certification, the Commission will approve the reinstatement requested by the agency; otherwise it will disapprove the request.

(c) The regulations in Part 10 of this chapter governing reemployment and

restoration of persons having reemployment or restoration rights shall apply to reemployment and restoration in hearing examiner positions. Persons applying for reemployment or restoration shall have the same status on the date of application for reemployment or restoration as they would have had under § 34.4 if they were serving in hearing examiner positions on June 11, 1947, and shall be required to qualify for permanent appointment in the manner prescribed by that section.

§ 34.9 Compensation. (a) Hearing examiner positions shall be allocated by the Commission under the Classification Act of 1923, as amended. Such allocations shall be made independently of agency recommendations and ratings.

(b) Hearing examiners shall receive within grade salary advancements in accordance with Part 25 of this chapter, except that the requirements of a good or better than good efficiency rating and of certification by head of the agency as to satisfactory service and conduct shall not apply.

§ 34.10 Efficiency ratings. Agencies shall not rate the efficiency of hearing examiners.

§ 34.11 Rotation of examiners. Insofar as practicable, examiners shall be assigned in rotation to cases of the level of difficulty and importance that are normally assigned to positions of the salary grade they hold.

§ 34.12 Utilization of examiners of other agencies. (a) At the request of agencies occasionally or temporarily insufficiently staffed, the Commission will arrange, if possible, for the temporary utilization by those agencies of the services of hearing examiners of other agen-

(b) Agencies, by agreement between themselves, may arrange for the temporary utilization by one agency of a hearing examiner or hearing examiners of another agency. Such agreements must have the prior approval of the Commission before being put into effect.

§ 34.13 Separations—(a) Removals. Hearing examiners shall be subject to removal (as defined in § 34.2 (d)) by the agencies in which they are employed only for good cause established and determined by the Commission after opportunity for a hearing and upon the record thereof, as provided in the rules

of practice in Subpart B.
(b) Furlough. In exceptional cases, where there are circumstances by reason of which the retention of a hearing exammer in his position, pending adjudication of the existence of good cause for his removal, would be detrimental to the interests of the Government, agencies shall either (1) assign the hearing exammer to duties in which these conditions would not exist, (2) place him on annual leave for the period that will be covered by the annual leave to his credit, or (3) furlough him. Action under this paragraph may be taken only with the prior approval of the Commission after filing of the letter of charges and the answer thereto.

(c) Dismissals at request of Commission. The procedures in this part governing the removal of hearing examiners shall not apply in making dismissals requested by the Commission under § 5.4 of the Civil Service Rules (E. O. 9830, Part II, 12 F. R. 1259, 1263)

§ 34.14 Reductions in force—(a) Retention credits. Retention credits for purposes of reductions in the force of hearing examiners are credits for length of service in determining retention order in each retention subgroup. They are computed by allowing one point for each full year of Federal Government service.

(b) Retention preference; classification. For the purpose of determining relative retention preference in reductions in force, hearing examiners shall be classified according to tenure of employment in competitive retention groups and subgroups, as follows:

Group A. All hearing examiners who have met all requirements for indefinite retention in their present positions. This includes all hearing examiners currently serving under absolute civil service appointments or who were appointed, transferred, or promoted from absolute civil service appointments to war service indefinite or trial period appointments without a break in service of 30 days or more.

A-1 Plus during one year-period after return to duty from military, naval, or merchant marine service, as required by

A-1 With veteran preference.

A-2 Without veteran preference.

Group B: All hearing examiners serving under appointments limited to the duration of the present war or for the duration of the war and not to exceed six months thereafter, or otherwise limited in time to a period in excess of one year, except those specifically covered in Groups A and C.

B-1 With veteran preference.

B-2 Without veteran preference.

Group C: All hearing examiners serving under appointments specifically limited to one year or less, all non-citizen hearing examiners serving within the continental limits of the United States, all hearing examiners continued beyond the automatic retirement age, and all annuitants appointed under section 2 (b) of the Civil Service Retirement Act, as amended.

C-1 With veteran preference.

C-2 Without veteran preference.

(c) Appeals. (1) Any hearing exammer who feels that there has been a violation of his rights under the regulations governing reductions in force may appeal to the Commission (Attention: Chief Law Officer) within 10 days from the date he received his notice of the action to be taken.

(2) Each appeal shall state clearly the grounds on which it is based, whether error in the records, violation of the rule of selection, restriction of the competitive area or level, disregard of a specified right under the law or regulations, or denial of the right to examine the regulations, retention register, or records.

(3) The agency in which the hearing examiner is employed shall be notified of the appeal and shall be allowed to file an answer thereto.

(4) Except as modified by the foregoing subparagraphs of this paragraph, the procedures prescribed in the rules of practice governing the removal of hearing examiners (Subpart B) shall be followed in adjudicating appeals under this paragraph.

(d) Retention preference regulations. The retention preference regulations for use in reductions in force (Part 20 of this chapter), except as modified by this section, shall apply to reductions in the force of hearing examiners.

SUBPART B-HEARINGS IN REMOVAL CASES; RULES OF PRACTICE

§ 34.101 The Commission—(a) (1) Offices. The principal office of the Commission is at Washington, D. C.

(2) All communications to the Commission must be addressed to "United States Civil Service Commission, Washington 25, D. C., Attention: Chief Law Officer," unless otherwise specifically directed.

(b) Hours. The office is open on each business day except Saturday from 8:45

a. m. to 5:15 p. m.

(c) Proceedings. The Commission may meet and exercise all its powers at any place and may, by one or more of its members or by such examiners as it may designate, conduct any inquiry or hearing necessary to its duties in any part of the United States.

§ 34.102 | Executive officer. The Executive Director and Chief Examiner is the executive officer of the Commission and has legal custody of its papers, records, and property. All orders of the Commission shall be authenticated by the signature of the Executive Director and Chief Examiner or by such other officer as may be authorized by the Commission.

§ 34.103 Service. (a) Processes of the Commission shall be served by the Executive Director and Chief Examiner of the Commission by registered mail, except when service by other method shall be specifically ordered by the Commission, by registering and mailing a copy thereof addressed to the hearing exami-ner and to the agency involved in the proceedings under these rules of practice.

(b) When service is not accomplished by registered mail, processes of the Commission may be served by anyone duly authorized by the Commission or by any examiner of the Commission:

(1) By delivering a copy of the document to the person or the agency to be served; or

(2) By leaving a copy thereof at the principal office of such person or agency.

(c) The return post office receipt for processes registered and mailed as aforesaid, or the verified return by the person serving such process, setting forth the manner of said service, shall be proof of the service of the document.

§ 34.104 Appearance. (a) Any individual who is a party to a proceeding before the Commission under these rules

of practice may appear for himself or by an attorney at law possessing the requisite qualifications, as hereinafter set forth, to practice before the Commission. Any agency may appear or be represented by an attorney at law possessing the requisite qualifications, as hereinafter set forth, to practice before the Commission.

(b) Attorneys at law who are admitted to practice before the Federal courts or before the courts of any State or Territory of the United States may practice

before the Commission.

(c) No register of attorneys who may practice before the Commission in proceedings arising under these rules of practice shall be maintained. No application for admission to practice before the Commission is required. Written notice of appearance on behalf of a specific party or parties in a particular proceeding should be submitted by attorneys desiring to appear for such specific party or parties. The notice of appearance shall contain a statement that the attorney is eligible under the provisions of this section. Any attorney practicing before the Commission or desiring so to practice may, for good cause shown, be disbarred or suspended from practicing before the Commission, but only after he has been afforded an opportunity to be heard in the matter.

'(d) No former officer, examiner, attorney, clerk, or other former employee of this Commission shall appear as attorney or counsel for or represent any party in any proceeding (or one factually related thereto) resulting from any investigation the files of which came to the personal attention of such former officer, examiner, attorney, clerk, or other former employee during the term of his service or employment with the

Commission.

§ 34.105 Documents—(a) Filing. Documents submitted in a proceeding under these rules of practice shall be filed by delivering them by registered mail, addressed to the United States Civil Service Commission, Washington 25, D. C. (Attention: Chief Law Officer) or by personal delivery to the hearing examiner to whom the proceeding may be assigned.

Documents shall show (b) Form. clearly the title and docket number of the proceeding. If not printed, they shall be typewritten, double spaced, on one side of the paper. Signatures to documents shall be in written script above the typed name of the signer.

(c) Copies. Parties to a proceeding shall file with the Commission the original and four copies of documents submitted in the proceeding, other than correspondence, unless other specific directions are given.

§ 34.106 Complaint. Agencies shall initiate removal proceedings against a hearing examiner by filing with the Commission, attention Chief Law Officer, a complaint which shall set forth specifically and in detail the facts that are alleged to constitute good cause for the hearing examiner's removal. The complaint shall be captioned substantially as follows:

UNITED STATES OF AMERICA

BEFORE THE UNITED STATES CIVIL SERVICE COMMISSION

In the Matter of [Examiner's Name] Hearing Examiner for [Agency Name]

Docket No. \_\_\_\_

COMPLAINT \*

The Complaint shall be signed and verified under oath by a representative or representatives of the agency but the verification may be, to whatever extent desired, upon information and belief.

§ 34.107 Summons. Upon the filing of the complaint, the Commission, through its Chief Law Officer, may issue a summons to be served, with a copy of the complaint, upon the hearing examiner named in the complaint. The summons shall state the time within which these rules of practice require the hearing examiner to file an answer, and shall inform him of his right to a hearing.

§ 34.108 Answers. (a) In case of desire to contest the proceedings, the respondent shall, within fifteen (15) days of the service of the complaint, file with the Commission an answer to the complaint. Such answer shall contain a concise statement of the facts that constitute the ground of defense. Respondent shall specifically admit or deny, or explain each of the facts alleged in the complaint unless respondent is without knowledge, in which case respondent shall so state.

(b) Failure of the respondent to file answer within time above provided, or failure, without acceptable explanation, to appear at the time and place fixed for hearing shall be deemed to authorize the Commission, without further notice to respondent, to proceed in regular course on the charges set forth in the complaint.

(c) If respondent desires to waive hearing on the allegations of fact set forth in the complaint and not to contest the facts, the answer may state that respondent admits all the material allegations of fact in the complaint. Respondent by such answer shall be deemed to have waived a hearing on the allegations of fact set forth in the complaint and to have authorized the Commission, without further evidence or other intervening procedure, to find such facts to be true. The respondent may also give notice in writing that he desires to be heard on the question whether the admitted facts constitute good cause for removal as charged in the complaint.

§ 34.109 Investigations — (a) When The Chief Law Officer of the made.Commission shall make such investigations as may be necessary to develop all the facts and circumstances and to obtain pertinent testimony of witnesses.

(b) Manner of taking testimony in investigations. Testimony of witnesses in investigations made under this section will be taken by affidavit without any pledge of confidence. Where it is impracticable to obtain testimony under oath from the witness, such statement will be obtained without any pledge of confidence, as the circumstances will permit, and such weight will be given to the unsworn testimony as the record may

warrant. Where, however, there is involved a question of the respondent's loyalty to the Government of the United States, testimony and evidence will be obtained under a pledge of confidence and the source of the information secured will not be divulged. Where there is a question of loyalty involved, the standards promulgated in Executive Order 9835 shall be applicable.

§ 34.110 Intervention. (a) So far as responsible conduct of public business shall permit, any interested person or organization, after leave granted, may appear before the Commission or its hearing examiner for the presentation, adjustment, or determination of any issue or controversy in any proceeding arising under these rules of practice.

(b) Any person or organization desiring to intervene shall make application in writing to the Commission, setting out the grounds on which he or it claims to

be interested.

(c) The Commission may, by order, permit intervention by such person or organization, or by counsel for such person or organization, to the extent and upon such terms as it shall deem proper.

(d) The Commission's Chief Law Officer may intervene as provided in this section to present evidence obtained as a result of an investigation that he authorized, or for such other reasons as will qualify him as an interested person.

§ 34.111 Notice of hearing. After the filing of answer or other appropriate response, the Commission shall fix a time and place for a hearing and shall, by registered mail, send to the hearing examiner and to the department or agency who are parties to the proceeding, a notice of a time and place of hearing.

§ 34.112 Motions. (a) A party may submit any appropriate motion during the pendency of a proceeding by filing it with the Commission or with the presiding hearing examiner during the conduct of a hearing; or by leave of the presiding hearing examiner, may dictate it into the record during the course of a hearing.

(b) Any motion filed after submission by the presiding hearing examiner of a recommended decision to the Commission shall be acted upon by the Commission. Other motions shall be acted upon by the presiding hearing examiner, or may be referred by him to the Commission for decision: Provided, however That if the ruling on the motion would be tantamount to final disposition of the case, the presiding hearing examiner shall submit the motion with his recommendation for ruling to the Commission. and shall serve a copy of his recommendation on each party, and shall fix a time within which they may file exceptions thereto. All rulings by a presiding hearing examiner shall be subject to review by the Commission upon its decision of the case.

§ 34.113 Continuances and extensions of time. The Commission or the presiding hearing examiner, upon timely motion and good cause shown, may extend any time limit prescribed by these rules of practice.

§ 34.114 Hearings. (a) All hearings. under these rules of practice shall be

public unless otherwise ordered by the Commission.

(b) Hearings shall be stenographically reported by the official reporter of the Commission under the supervision of the presiding hearing examiner. A transcript of said report shall be a part of the record and the sole official transcript of the proceedings. Transcripts will be supplied the parties and to the public by the official reporter at rates, not to exceed the maximum rates fixed by contract between the Commission and the reporter.

(c) Each party shall have the right of due notice, cross examination, presentation of evidence, objection, exception, motion, argument, appeal, and all other

rights guaranteed by law.

(d) The presiding hearing examiner may withdraw from a case when he deems himself disqualified, or he may be withdrawn by the Commission if timely evidence alleging personal bias or other disqualifications have been filed and the matter has been-heard by the Commission or by a hearing examiner whom it has delegated to investigate and report.

(e) Changes-in the official transcript may be made only when they involve errors affecting substance and then only in the manner herein provided. No changes shall be made in or upon the official record or copies thereof in the custody of the Commission. Lists of changes agreed to in writing by opposing counsel may be incorporated into the record if and when approved by the presiding hearing examiner at the close of evidence in support of the complaint, or at the final hearing before the presiding hearing examiner, or at any time thereafter before he files his report, and at no other times. If any changes are ordered by the presiding hearing exammer without such written agreement by the opposing counsel, they shall be subject to opposition and exception.

§ 34.115 Hearing examiners. (a) All hearings under these rules of practice shall be presided over by the Commission, by a member of the Commission, or by a hearing examiner appointed under the Administrative Procedure Act.

(b) The presiding hearing examiner is charged with the duty of conducting a fair and impartial hearing and of maintaining order in form and manner consistent with the dignity of the Commission. He will note on the record any disregard by counsel of his rulings on matters of order and procedure, and where he deems it necessary shall make special written report thereof to the Commission. In the event that counsel shall be guilty of disrespect to orders, or of contumacious language or conduct in connection with any hearing, the presiding hearing examiner shall, at the conclusion of the hearing, submit to the Commission his report thereon, together with his recommendation as to whether any ruling should be issued to show cause why such counsel should not be suspended or disbarred, or subjected to other appropriate action in respect thereto. A copy of such hearing examiner's report shall be furnished to any counsel upon whose language or conduct such report is made, and the Commission will take disciplinary action only after an opportunity for hearing has been accorded such counsel.

- § 34.116 Subpenas. (a) Subpenas requiring the attendance of witnesses or the production of documentary evidence from any place in the United States, at any designated place of hearing, may be issued by the presiding hearing examiner or by a member of the Commission. -Application therefor may be made either to the presiding hearing examiner or to the Commission.
- (b) Application for subpenas for the production of documentary evidence shall be made in writing to the presiding hearing examiner or to the Commission. The application must specify as exactly as possible the documents desired and show their general relevancy. The application shall be verified by oath or affirmation.
- (c) An appeal may be taken to the Commission by the parties from the presiding hearing examiner's denial of a motion to quash or refusal to issue a subpena for the production of documentary evidence.
- § 34.117 Witnesses and fees. Witnesses at hearings and witnesses whose depositions are taken shall be entitled to the same fees and mileage as are paid for like services in courts of the United States. Witness fees and mileage shall-be paid by the party at whose instance the witness appears. A witness may decline to appear unless mileage and a fee for one day's appearance are paid in advance. Parties, other than Government agencies, should arrange for tender thereof when the subpena or notice to appear is served. Witnesses may appear voluntarily without subpena.
- § 34.118 Endence—(a) In general. The agency supporting a complaint shall have the general burden of proof and the proponent of any factual proposition shall be required to sustain the burden of proof with reference thereto. The presiding hearing examiner shall rule upon offers of proof, receive relevant evidence, and shall exclude irrelevant, immaterial, or unduly repetitious evidence.
- (b) Documentary. Where relevant and material matter offered in evidence is embraced in a document containing other matter not material or relevant and not intended to be put in evidence, such immaterial or irrelevant parts shall be excluded and shall be segregated insofar as practicable.
- (c) Official notice of facts. Where any recommended decision of the presiding hearing examiner or any decision of the Commission, or part thereof, rests upon the taking of official notice of a material fact not appearing in the evidence in the record, any party shall, upon timely motion, be afforded an opportunity to show the contrary.
- (d) Objections. Objections to evidence shall be stated briefly and shall include the grounds relied upon. The transcript shall not include argument on objections except as ordered by the presiding officer. Rulings on such objections shall appear in the record.
- § 34.119 Depositions—(a) When taken. For good and exceptional cause, testimony may be allowed to be taken by

deposition upon written motion by a party to a proceeding.

- (b) Form of motion. The motion for taking a deposition shall set out the reasons for taking, the proposed time and place, and the name and post office addresses of the witness and of the official proposed to take the depositions; and shall certify that a copy of the motion has been served, or is being coincidentally served, on all other parties. Any objection to the motion received from a party prior to action on the motion shall be duly considered.
- (c) Action on motion. If the motion be granted, an order shall be issued specifying the time, place, and official before whom the deposition is to be taken, but these details need not coincide with those proposed in the motion.
- (d) Method of taking. The deposition shall be taken upon oral examination or written interrogatories, in accordance with generally recognized practices in respect to such procedure, and in accordance with specified directions (which shall be consistent with generally recognized practices) given in the order allowing the taking of the deposition.
- § 34.120 Admissions as to facts and documents—(a) Request for admission. At any time after answer has been filed, any party may serve upon any other party a written request for the admission of the genuineness of any relevant document, or the admission of the truth of any relevant matters of fact set forth in such document.
- (b) Procedure. A copy of the document shall be delivered with the request unless it has already been furnished. The requested admission shall be deemed made unless within a period designated in the request, not less than ten (10) days after service thereof, or within such further time as the Commission or hearing examiner may allow upon motion and notice, the party receiving said request serves upon the party making it a sworn denial, or a sworn statement setting forth why he can neither admit nor deny.
- § 34.121 Proposed findings and conclusions before hearing examiners. At the termination of a hearing, the hearing examiner shall fix a time within which parties may submit to the examiner proposed findings, conclusions, and reasons therefor (or briefs which may contain the same). Proposals submitted shall give exact references to the record and to authorities relied upon. The party shall furnish copies of briefs or proposals to other parties to the proceeding (certifying to the Commission that this has been done) and shall deliver to the examiner three copies including the original. Reasonable time for oral argument before the examiner shall be allowed on request.
- § 34.122 Hearing examiner's recommended decision. The hearing examiner, as soon as practicable after receipt of the transcript of the hearing and of submissions pursuant to the preceding section (or expiration of the time therefor) shall make and file a recommended decision in accordance with section 8 (b) of the Administrative Procedure Act. All findings, conclusions, and orders recommended by the examiner shall be upon

the whole record, together with matters of which he may take official notice, and shall accord with what he deems to be the applicable law and the greater weight of evidence.

§ 34.123 Exceptions. Upon filing the recommended decision, the examiner shall cause a copy thereof to be served upon each party to the proceeding. Any party may within ten (10) days submit exceptions to the examiner's recommended decision, or to any omission therein, and additional proposals for findings and conclusions, and reasons therefor. The portions of the record and authorities relied upon to sustain each point shall be clearly specified. A party making such submissions shall furnish copies to other parties (certifying to the Commission that this has been done) and shall file three copies, including the original, with the Commission.

§ 34.124 Commission's adjudication. Upon receipt of exceptions, filed pursuant to the preceding section, or expiration of time therefor, the examiner shall prepare the files of the proceeding for transmittal to the Commission, certifying that the record submitted is complete. The Commission will thereafter consider the entire record, including the recommended decision, and decide the issues in accordance with what it deems to be the applicable law and the greater weight of evidence.

- § 34.125 Reopening of proceedings.
  (a) Within seven (7) days after receipt of the Commission's order, any party may, for good cause shown, petition the Commission to reopen the proceeding for the reception of further evidence. Such petition shall clearly state the grounds relied on.
- (b) The Commission may, upon consideration of the petition, order the proceeding to be reopened, and with such limitations as may seem proper, may authorize the reception of further evidence by the hearing examiner who presided at the original proceeding, by another hearing examiner designated by the Commission, by any member of the Commission, or by the Commission itself.
- (c) The provisions of these rules of practice governing proceedings leading up to and through the Commission's adjudication shall apply to reopened proceedings.
- § 34.126 Report of action taken. (a) Not later than ten (10) days after receipt of the Commission's order, agencies shall report to the Commission the action taken or proposed to be taken.
- (b) Where a petition for reopening a proceeding is filed and the petition is denied, the report required by this section shall be made not later than ten (10) days after notice of the denial of the petition is received. Where a petition for rehearing is granted, the required report shall be made not later than ten (10) days after receipt of the Commission's final decision and order.

[SEAL] UNITED STATES CIVIL SERV-ICE COLLISSION, H. B. MITCHELL, President.

[F. R. Doc. 47-6106; Filed, June 27, 1947; 8:43 a. m.]

# **NOTICES**

# FEDERAL POWER COMMISSION

[Docket No. G-910]

TENNESSEE GAS TRANSMISSION CO. ORDER FIXING DATE OF HEARING

JUNE 24, 1947.

Upon consideration of the application filed June. 13, 1947, by Tennessee Gas Transmission Company (Applicant) a Delaware corporation with its principal place of business in Houston, Texas, for a certificate of public convenience and necessity pursuant to section 7 of the Natural Gas Act, as amended, authorizing it through consolidation with Tennessee Gas and Transmission Company, a Tennessee corporation with its principal place of business in Houston, Texas, to do the following:

(1) To acquire and operate all the facilities now operated by Tennessee Gas and Transmission Company, subject to the Commission's jurisdiction, and to acquire, construct and operate facilities now under construction and authorized to be constructed by Tennessee Gas and Transmission Company pursuant to certificates of public convenience and necessity issued to it by the Commission; and

(2) To succeed to all other rights and obligations of Tennessee Gas and Transmission Company over which the Commission has jurisdiction under authority of the Natural Gas Act, as amended.

It appearing to the Commission that:
(a) Applicant states that it has not begun operations of any nature as it was organized for the sole purpose of acquiring the properties and other assets and assuming the liabilities of Tennessee Gas and Transmission Company.

(b) Applicant proposes the above-described acquisition and operation for the purpose of engaging in the transportation and sale in interstate commerce of natural gas for resale and states it will conduct its operations in all respects as Tennessee Gas and Transmission Company presently operates and will, therefore, be a natural-gas company subject to the jurisdiction of the Commission;

(c) Among other things, Applicant recites that it has entered into an agreement of consolidation with Tennessee Gas and Transmission Company, which agreement will constitute the charter or certificate of incorporation of the continuing corporation (Applicant) after the consolidation; that Applicant now has and the continuing corporation will have the same directors and officers as does Tennessee Gas and Transmission Company that the outstanding capital stock of Tennessee Gas and Transmission Company will be converted into the same number of shares of the continuing corporation with substantially the same rights and preferences except that the authorized amount of preferred stock will be increased from 150,000 shares of the par value of \$100 per share to 400,000 shares of the par value of \$100 per share, and the authorized amount of common stock will be increased from 2,250,000 shares of the par value of \$5 per share, to

5,000,000 shares, of the par value of \$5 per share; that the outstanding capital stock will not be increased by such consolidation and the funded and other indebtedness will not be affected thereby: that the proposed consolidation and acquisition by Applicant will not require a revaluation of the properties of Tennessee Gas and Transmission Company, which will be acquired at their book values at the time of consolidation; and that no change will be recorded in the books of account of Tennessee Gas and Transmission Company because of the consolidation; nor will it necessitate any accounting entries, excepting the change of names.

(d) Applicant has requested that its application be heard under the shortened procedure provided by Rule 32 (b) (18 CFR 1.32 (b)) of the Commission's rules of practice and procedure (effective September 11, 1946.)

The Commission, therefore, orders that:

(A) Pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, as amended, and the Commission's rules of practice and procedure (effective September 11, 1946) a hearing be held on July 11, 1947 at 9:30 a. m. (e. d. s. t.) in the Hearing Room of the Federal Power Commission, 1800 Pennsylvania Avenue, N. W., Washington, D. C., concerning the matters of fact and law asserted in the application filed in this proceeding: Provided, however That if no request to be heard, or protest, or petition to intervene, raising in the judgment of the Commission an issue of substance, has been filed or allowed, the Commission may, after such hearing, forthwith dispose of the proceeding by order upon consideration of the application and the evidence filed therewith with such additional evidence as may be available or as the Commission may require to be filed and incorporated in the record for its consideration.

(B) Interested State commissions may participate as provided by Rules 8 and 37 (18 CFR 1.8 and 1.37) of the Commission's rules of practice and procedure (effective September 11, 1946)

(C) Any person desiring to be heard or to make any protest with reference to the application, shall file with the Federal Power Commission, Washington 25, D. C., not later than July 9, 1947, a petition to intervene or protest. Such petition or protest shall conform to the requirements of the rules of practice and procedure (effective September 11, 1946) and shall set out clearly and concisely the facts from which the nature of the petitioner or protestant's alleged right or interest can be determined.

Date of issuance: June 25, 1947.

By the Commission.

[SEAL]

LEON M. FUQUAY, Secretary.

[F. R. Doc. 47-6103; Filed, June 27, 1947; 8:49 a. m.]

[Docket No. IT-6066]
NORTHWESTERN PUBLIC SERVICE CO.
NOTICE OF APPLICATION

JUNE 23, 1947.

Notice is hereby given that on June 20, 1947, an application was filed with the Federal Power Commission, pursuant to section 204 of the Federal Power Act, by Northwestern Public Service Company (heremafter called "Applicant") a corporation organized under the laws of the State of Delaware and doing business in the States of South Dakota and Nebraska with its principal business office at Huron, South Dakota, seeking an order authorizing the issuance of \$1,000,000 principal amount of First Mortgage Bonds (hereinafter called "New Bonds") 3% Series. The New Bonds are proposed to be issued on or about August 1, 1947, and will mature on October 1, 1973. The New Bonds, if issued as coupon bonds, will have all interest coupons maturing prior to the date of issuance detached, and if sold as registered bonds, will bear interest from the interest payment date next preceding the date of issuance; and in either case the price to Applicant will include accrued interest from the last preceding interest payment date to the date of delivery and payment for the New Bonds. Applicant proposes to sell the New Bonds to The Equitable Life Assurance Society of the United States at a price of 101%% of the principal amount thereof, plus accrued interest from April 1, 1947, to the date of delivery and payment; all as more fully appears in the application on file with the Commission.

Any person desiring to be heard or to make any protest with reference to said application should, on or before the 11th day of July 1947, file with the Federal Power Commission, Washington 25, D. C., a petition or protest in accordance with the Commission's rules of practice and procedure.

[SEAL]

Leon M. Fuguay, Secretary,

[F. R. Doc. 47-6104; Filed, June 27, 1947; 8:49 a. m.]

# OFFICE OF DEFENSE TRANSPORTATION

[Special Allocation Order ODT R-2, Amdt. 2]

ALLOCATION OF TANK CARS FOR USE IN TRANSPORTATION OF LIQUEFIED PETROLEUM GAS

Pursuant to Title III of the Second War Powers Act, as amended, Executive Order 8989, as amended, and Executive Order 9729, Special Allocation Order ODT R-2, as amended (12 F. R. 2211, 2341, 2569) is hereby further amended as shown in the Revised Appendix attached hereto.

This Amendment 2 to Special Allocation Order ODT R-2 shall become effective on June 25, 1947.

(54 Stat. 676, 55 Stat. 236, 56 Stat. 177, 58 Stat. 827, 59 Stat. 658, 60 Stat. 345, Pub. Law 29, 80th Cong., 50 U. S. C. App. Sup. 633, 645, 1152; E. O. 8989, Dec. 18, 1941, 6 F R. 6725; E. O. 9389, Oct. 18, 1943, 8 F. R. 14183; E. O. 9729, May 23, 1946, 11 F. R. 5641)

Issued at Washington, D. C., this 25th day of June 1947.

> J. M. JOHNSON, Director Office of Defense Transportation.

> > REVISED APPENDIX

Anchor Petroleum Co., Tulsa, Okla..

Car No. USQX						
12156	12307	12442	12477	12708		
12157	12319	12447	12506	12710		
12165	12321	12452	12513	12729		
12173	12334	12456	12514	12740		
12174	12339	12458	12617	12762		
12197	12377	12468	12659	12764		
12301		_				

Ashland Oil & Refining Co., Ashland, Ky..

Car No. USOX

12192	12312	12361	12654
Barnsdall	Oil Co.,	Tulsa, Okla.	

Cam No TICOY

\ Car No. USQX						
12162	12201	12335	12352	12486		
12171	12202	12337	12484	12501		
12200	12208	12349	12485	12716		

Cumberland Gasoline Corp., Westfield, N. J..

Car No. USQX						
12220	12351	12469	12522	12728		
12303	12374	12517	12523	12730		
12342	12443	12520	12524	12739		
12345	12467	12521	12600	12757		

Hagy, Harrington and Marsh, Amarillo, Tex .. Car No. USQX

12144 12168	12353 12367	12410 12420	12422	12437

Phillips Petroleum Co., Bartlesville, Okla..

# Car No. USQX

12143	12306	12431	12487	12601
12148	12332	12435	12493	12662
12150	12400	12436	12502	12666
12185	12401	12446	12511	12744
12239	12423	12463	12519	
			<	

Shell Oil Co., Inc., San Francisco, Calif..

### Car No. USQX

12190	12198	12205	12323	12336
12193	12199	12322	12326	12472
12196				

Sinclair-Prairie Oil Co., New York, N. Y..

### Car No. USOX

~	,,,,		~22	
12212		12434	12638	12704
12223		12440	12639	12705
12300		12448	12645	12707
12305		12449	12646	12712
12311	•	12459	12648	12714
12317		12460	12649	12722
12324		12462	12658	12725
12327		12465	12661	12727
12331		12476	12663	12741
12346		12479	12669	12743
12363		12480	12670	12745
12369		12483	12671	12746
12373		12491	12673	12747
12379		12494	12674	12748
12380		12498	12690	12749
12421		12612	12692	12750
12424		12634	12694	12751
12429		12635	12698	12752
12432		12636	12697	12755
12433		12637	12698	12756
	12223 -12300 12305 12311 12317 12324 12327 12331 12346 12363 12369 12373 12379 12380 12421 12424 12429 12432	12212 12223 12300 12305 12311 12317 12324 12327 12331 12346 12363 12369 12373 12379 12380 12421 12424 12424 12429	12212 12434 12223 12440 12300 12448 12305 12449 12311 12459 12317 12460 12324 12462 12327 12465 12331 12476 12346 12479 12363 12480 12373 12491 12379 12494 12380 12498 12421 12612 12424 12634 12429 12635 12432 12636	12223         12440         12639           12300         12448         12645           12305         12449         12646           12311         12459         12648           12317         12460         12649           12324         12462         12658           12327         12465         12661           12331         12476         12663           12346         12479         12669           12363         12480         12670           12369         12483         12671           12373         12491         12673           12379         12494         12674           12380         12498         12690           12421         12612         12692           12424         12634         12694           12429         12635         12686           12432         12636         12697

Skelly Oll Co., Kansas City, Mo.,

### Car No. USQX

12145	12217	12362	12482	12629
12147	12218	12365	12488	12650
12154	12238	12366	12498	12693
12160	12313	12371	12497	12703
12189	12318	12372	12499	12703
12194	12328	12375	12500	12711
12195	12338	12381	12503	12723
12210	12341	12382	12507	12738
12211	12343	12439	12510	12753
12213	12344	12464	12516	12760
12214	12348	12466	12518	12771
12215	12359	12470	12628	

Sun Oil Co., Philadelphia, Pa..

### Car No. USQX

12183	12237	12368	12492	12717
12187	12315	12370	12672	12726
12188	12333	12453	12702	12758
12216	12355	12457	12706	12759
12231	12360	12474	12715	12763

Warren Petroleum Corp., Tulsa, Okla..

### Car No. USQX

	O.	27 210. 004	5.1	
12140	12236	12469	12473	12713
12142	12304	12411	12475	12718
12146	12308	12412	12478	12719
12149	12309	12413	12481	12720
12151	12310	12414	12489	12721
12152	12314	12415	12430	12724
12153	12316	12416	12495	12731
12159	12320	12417	12504	12732
12163	12325	12418	12505	12733
12169	12329	12419	12508	12734
12181	12330	12423	12509	12735
12209	12347	12426	12512	12736
12219	12350	12427	12515	12737
12221	12354	12428	12647	12742
12222	12356	12430	12656	12754
12224	12357	12438	12660	12761
12225	12358	12441	12664	12765
12226	12378	12444	12663	12768
12227	12402	12445	12667	12767
12228	12403	12450	12063	12763
12229	12404	12451	12691	12769
12230	12405	12454	12693	12770
12232	12406	12455	12695	12772
12233	21407	12461	12700	12773
12234	12408	12471	12701	12774
12235				

[F. R. Doc. 47-6108; Filed, June 27, 1947; 8:48 a. m.1

# SECURITIES AND EXCHANGE COMMISSION

[File No. 31-544]

INDUSTRIAL ELECTRICA MEXICANA, S. A.

ORDER GRANTING APPLICATION FOR EXEMPTION

At a regular session of the Securities and Exchange Commission, held at its office in the City of Philadelphia, Pa., on the 23d day of June 1947.

Industrial Electrica Mexicana, S. A., an electric utility company incorporated and operating in the Republic of Mexico. having filed an application and an amendment thereto pursuant to section 3 (b) of the Public Utility Holding Company Act of 1935 requesting an exemption from the provisions of said act which would otherwise attach to it as a direct subsidiary of Hydro-Electric Securities Company and as an indirect subsidiary of California Electric Power Company;

A notice of filing having been issued on June 6, 1947, with respect to said application, said notice having stated that any interested person may not later than June 20, 1947, request the Commission in writing that a hearing be held on such

matter, and the Commission not having received a request for hearing with respect to said application within the period specified in said notice, or otherwise, and not having ordered a hearing thereon; and

The Commission finding that Industrial Electrica Mexicana, S. A., has no subsidiaries and derives no material part of its income, directly or indirectly, from sources within the United States, and 1s not a public utility company operating in the United States, and further finding that it is not detrimental to the public interest or the interests of investors or consumers to grant the exemption re-

quested:

It is hereby ordered, Effective forthwith, that the application, as amended, of Industrial Electrica Mexicana, S. A., for exemption pursuant to section 3 (b) of the act be, and it hereby is, granted, said exemption being subject, however, to the provisions of section 3 (c) of the act, and said company remaining subject to any obligations imposed on it by any provisions of the act in any capacity other than that of a subsidiary company of a holding company.

By the Commission.

[SEAL] ORVAL L. DUBOIS,

Secretary.

[F. R. Doc. 47-6035; Filed, June 27, 1947; 8:49 a. m.]

[File Nos. 70-1494, 70-1495]

STANDARD GAS AND ELECTRIC CO. AND CALIFORNIA OREGON POWER CO.

QRDER PERMITTING APPLICATION-DECLARA-TION TO BECOME EFFECTIVE AND RELEASING JURISDICTION

At a regular session of the Securities and Exchange Commission, held at its office in the City of Philadelphia, Pa., on the 23d day of June 1947.

On May 8, 1947, we issued our Order in this matter permitting, among other things, the proposed issue and sale by The California Oregon Power Company ("Copco") of 60,000 shares of its \_\_% Cumulative Preferred Stock, par value \$100 per share, and 18,000 shares of Common Stock, par value \$20 per share, and the sale by Standard Gas and Electric Company ("Standard Gas") the parent of Copco, of 390,000 shares of Common Stock of Copco, par value of \$20 per share. These sales were to be made oursuant to the competitive bidding requirements of Rule U-50 promulgated under the Public Utility Holding Company Act of 1935 ("act") and our order provided that the sales should not be consum-mated until the results of the competitive bidding had been made a matter of record in these proceedings and a further order issued thereon. Standard

A further condition contained in our order of May 8, 1947 requiring Copco to obtain authorizations from the Public Utilities Commission of the State of California and the Public Utilities Commissioner of Oregon for the transactions proposed to be done by it in these proceedings has been satisfied by an amendment to Copco's application and declaration herein containing copies of the orders of these two State Commissions authorizing the transactions proposed to be done by Copco.

Gás and Copco by public advertisement invited separate sealed written bids for the aggregate amount of the Common Stock of Copco to be sold and Copco similarly advertised as to the preferred stock, which bids were to be opened on May 20, 1947. On May 19, however, Standard Gas and Copco considered it advisable to postpone the opening of all bids in view of the market conditions existing on that date and so notified the interested prospective bidders and this Commission.

The applicants-declarants have now filed amendments to their separate applications and declarations requesting that the Commission exempt from the requirements of Rule U-50 promulgated under the act the proposed sale by Standard Gas of 390,000 shares of Common Stock, par value \$20 per share, of Copco and the proposed sale by Copco of 18,000 shares of its Common Stock, par value \$20 per share, and that the Commission modify its Order of May 8, 1947, so as to permit the sale of said 408,000 shares of common stock on the basis of negotiating in lieu of competitive bidding.

At a public hearing held on June 23, 1947 the applicants-declarants submitted evidence on their request for exemption from competitive bidding and with respect to what was done by them in an effort to sell said 408,000 shares of common stock by "shopping around" testimony revealed that the three underwriting groups headed by (1) Smith, Barney & Co. and Kuhn, Loeb & Co., (2) Harriman Ripley & Co., Incorporated, Merrill Lynch, Pierce, Fenner & Beane and Bear, Stearns & Co., and (3) Blyth & Co., Inc. and The First Boston Corporation, which had previously shown interest in the proposed offering had been advised on June 11, 1947 that informal permission had been given tentatively by the Commission to effect a negotiated sale. A series of negotiations was subsequently held between the representatives of these three groups and officials of the two companies. As the underwriting group headed by Smith, Barney & Co. and Kuhn Loeb & Co. indicated that it would require thirty days or more to build up a selling group and enter into a purchase contract, negotiations with it were abandoned. Several conferences were had with each of the other groups and a number of offers of purchase was received from each of them. As a result of these conferences the representatives of Standard Gas and Copco came to the conclusion that it was more profitable to continue the negotiations with the group headed by Blyth and First Boston since it offered a somewhat higher price for the stock and in the applicants' opinion indicated greater assurance of ability to close the transactions on a basis most advantageous to Standard Gas and Copco. Thereafter, on June 23, 1947 a formal purchase contract, a copy of. which has been filed in these proceedings, was entered into with the group headed by Blyth and First Boston for the sale of said 408,000 shares of Common

Stock of Copco.\* Pursuant to such contract said group of underwriters proposes to purchase this stock at a price of \$20.35 per share, and to offer this stock to the public at a price of \$22.25 per share, resulting in an underwriter's spread of \$1.90 per share.\*

In support of their request, Standard

In support of their request, Standard Gas and Copco have presented various reasons why they are of the opinion that an exemption from the competitive bidding requirements of Rule U-50 should be granted. While we are very doubtful that the reasons which they offer are valid, we have determined, in the light of the special circumstances of this case referred to below, to grant the exemption from competitive bidding.

Standard Gas has since 1941 been under an order of this Commission to divest itself of its holdings in Copco. During June, 1946 Standard Gas offered its holdings in Copco for sale pursuant to the competitive bidding requirements of Rule U-50. Bids were solicited and received, Standard Gas rejected the bids as being in its opinion inadequate. As noted above, these same holdings were again scheduled to be sold on May 20 of this year, but on May 19, 1947 the applicants-declarants herein came to the conclusion that the bidding should be postponed because, in their opinion, market conditions had so deteriorated on that date that there was little likelihood that any bid would be received for the new preferred stock of Copco or that any bids submitted for the purchase of the common stock would prove satisfactory to the sellers.

"In connection with the transactions as presently proposed, the applicants-declarants have determined to take no action at this time with respect to the issue and sale by Copco of 60,000 shares of Cumulative Preferred Stock.

<sup>3</sup> Copco has declared a dividend on its common stock equivalent to 40¢ per share on the 390,000 shares of common stock owned by Standard Gas, payable in July 1947, to holders of record on June 23, 1947. As record holder on that date Standard Gas will be the recipient of that dividend payment and the stock is being offered by the underwriters "ex-dividend"

\*9 S. E. C. 862 (1941). In March 1943 Standard Gas filed a plan which provided, among other things, for a distribution by Standard Gas of its holdings in Copco to its security holders. The plan was the subject matter of considerable litigation and was never consummated. Subsequently, the company secured authority from the Court and the Commission to modify its plan to the extent of calling for redemption its notes and debentures, the funds for that purpose to be received from an issuance of bank loan notes. Standard Gas undertook at that time to repay the bank loan notes from the proceeds of sales of various assets, including its holdings in Copco (Standard Gas and Electric Company, — S. E. C. — (1946), Holding Company Act Release No. 6435).

<sup>5</sup>The highest bid at that time was \$28.33 per share net to Standard Gas, on the basis of the then outstanding 312,000 shares. Consummation of that sale would have resulted in net proceeds to the company of \$8,838,960. To realize an equivalent amount in the present transaction, Standard Gas would have had to receive \$22.66 per share for each of the 390,000 shares now being sold.

In connection with the hitherto abortive efforts made by Standard Gas to sell its holdings in Copco it should be noted that there are certain outstanding bank loans of Standard Gas as to which two extensions of maturities have been previously approved by us (File Nos. 70-1479 and 70-1511) and that an aggregate amount of \$8,010,826.95 of said bank loans will be due and payable on July 10, 1947. In order for Standard Gas to meet the commitments which it undertook at the time it modified its plan of reorganization, it is, of course, urgent that it dispose of assets in order to provide for funds to meet the July 10th maturities. Such action must necessarily be taken within the very near .future.

In the light of the past difficulties which have arisen in connection with the various attempts to sell the securities, in view of the present urgency presented in connection with the approaching maturities of the bank loans, and after consideration of all the special circumstances in the case, we have determined that it is appropriate to grant the exemption. So far as appears from the record the applicants-declarants have attempted to maintain, within the limitations of the "shopping around" procedure, competitive-conditions so far as they could do so without the use of competitive bidding,

We have also concluded that the price and underwriting spread are not unreasonable. Accordingly we are granting the application and permitting the declaration to become effective. In connection with the transactions applicants-declarants have requested that we find the transactions necessary or appropriate to comply with section 11 of the act in order that they may obtain certain relief under Supplement R and section 1808 (f) of the Internal Revenue Code. Upon consideration we deem such findings appropriate, and we are so ordering

It is therefore ordered, That the applications for exemption from competitive bidding be granted and that the applications-declarations, as amended, with respect to the issue and sale by Copco of 18,000 shares of its Common Stock, par value \$20 per share, and the sale by Standard Gas of 390,000 shares of the Common Stock, par value \$20 per share, of Copco be granted and permitted to become effective.

as hereinafter provided.

It is further ordered and the Commission finds, That the reclassification of the presently outstanding 312,000 shares of Common Stock of Copco into 390,000 shares of Common Stock of Copco, par value \$20 per share, and the issuance to Standard Gas and Electric Company of such reclassified common stock are necessary or appropriate to effectuate the provisions of section 11 (b) of the Public Utility Holding Company Act of 1935, and that the proposed sale by Standard Gas and Electric Company of

,

<sup>&</sup>lt;sup>6</sup> See, in this connection, our opinion in Standard Gas and Electric Company, — S. F. C. — (1947), Holding Company Act Release No. 7395, permitting the most recent extension of the maturities of these bank loans.

said 390,000 shares of Common Stock of Copco, par value \$20 per share, is in accordance with and in obedience to an order of this Commission dated August 8, 1941, is necessary or appropriate to the integration or simplification of the holding company system of which Standard Gas and Electric Company is a member and is necessary or appropriate to effectuate the provisions of section 11 (b) of the Public Utility Holding Company Act of 1935.

It is further ordered, That the reservations of jurisdiction heretofore made with respect to fees and expenses be, and are hereby, released with respect to legal fees and expenses payable to Isham, Lincoln and Beale, counsel for the underwriters, and with respect to fees payable to Public Utility Engineering and Service Corporation, and that the reservation of jurisdiction with respect to other legal fees and expenses (payable to A. Louis Flynn and to Brobeck, Phleger and Harrison, counsel for the applicants-declarants) be, and is hereby, continued.

By the Commission.

[SEAL]

ORVAL L. DUBOIS, Secretary.

[F. R. Doc. 47-6099; Filed, June 27, 1947; 8:48 a. m.]

[File No. 70-1521]

PUBLIC SERVICE CO. OF NEW HAMPSHIRE

SUPPLEMENTAL ORDER RELEASING JURISDICTION

At a regular session of the Securities and Exchange Commission, held at its office in the City of Philadelphia, Pa., on the 24th day of June A. D. 1947.

Public Service Company of New Hampshire ("New Hampshire") a public utility subsidiary of New England Public Service Company, a registered holding company, having filed an application, and amendments thereto, pursuant to section 6 (b) of the Public Utility Holding Company Act of 1935 and Rule U-50 promulgated thereunder, regarding the issuance and sale at competitive bidding of \$4,500,-000 principal amount First Mortgage Bonds, Series B, \_\_% due 1977; and

The Commission by order dated June 12, 1947 having granted said application, as amended, subject to the condition that the proposed sale of the bonds should not be consummated until the results of the competitive bidding, pursuant to Rule U-50, shall have been made a matter of record herein and a further order shall have been entered by the Commission in the light of the record so completed; and

New Hampshire having filed an amendment to its application setting forth the action taken to comply with the requirements of Rule U-50 and stating that pursuant to the invitation for competitive bids, seven bids on said bonds by groups of underwriters represented by the firms set forth below were received:

Underwriting group	Cep-	Price to	lona.
	pan	com-	com-
	rate	puny	courte
The First Boston Corp.  Equitable Securities Corp.  Edder, Feabody & Co.  Salomon Bres, & Hutzler.  W. C. Langley & Co.  Halsey, Stuart & Co., Inc.  Lazard Freres & Co.	Parent Charles	101.43 101.183 100.823 100.82 100.63 100.63	2.67743 2.0227 2.76291 2.7629 2.71637 2.71817 2.71864

The said amendment having stated further that New Hampshire has accepted the bid of the group represented by The First Boston Corporation as set out above, and that the bonds will be offered for sale to the public at a price of 101.915% of the principal amount thereof, resulting in an underwriters' spread of 0.425% of the principal amount of said bonds; and

The Commission having examined the record herein as so completed by said amendment and finding no basis for imposing terms and conditions with respect to the price to be paid for said bonds or the underwriters' spread and allocation thereof;

It is ordered, That the jurisdiction heretofore reserved with respect to the matters to be determined as a result of competitive bidding for said bonds under Rule U-50, be, and the same hereby is, released, and that said application, as further amended, be, and the same hereby is granted, subject, however, to the terms and conditions prescribed in Rule

By the Commission.

[SEAL]

ORVAL L. DUBOIS. Secretary.

[F. R. Doc. 47-6094; Filed, June 27, 1947; 8:49 a. m.]

[File No. 70-1525]

COLUMBIA GAS & ELECTRIC CORP. AND ATLANTIC SEABOARD CORP.

ORDER PERMITTING DECLARATION TO BECOME EFFECTIVE

At a regular session of the Securities and Exchange Commission, held at its office in the City of Philadelphia, Pennsylvania, on the 23d day of June 1947.

Columbia Gas & Electric Corporation ("Columbia") a registered holding company, and its wholly owned subsidiary. Atlantic Seaboard Corporation ("Seaboard"), also a registered holding company, having filed a joint declaration pursuant to the provisions of section 12 (b) of the Public Utility Holding Company Act of 1935 and Rule U-45 promulgated thereunder, regarding a cash contribution of \$1,535,000 to Seaboard which, in turn, proposes to make a capital contribution of \$150,000 to Amere Gas Utilities Company ("Amere"), \$75,000 to Virginia Gas Distribution Corporation ("Distribution"), and \$560,000 to Virginia Gas Transmission Corporation ("Transmission") for the purpose of financing their construction programs, said companies being wholly owned subsidiaries of Seaboard. The remaining \$750,000 to be received by Seaboard will be used to finance its own construction program; and

The contribution by Seaboard and the acceptance of such contribution by -Transmission and Distribution having been approved by the State Corporation Commission of Virginia by its order dated May 20, 1947; and
Said joint declaration having been

filed on May 13, 1947 and an amendment thereto having been filed on June 9, 1947, and notice of such filing having been duly given in the manner prescribed by Rule U-23 promulgated pursuant to said act, and the Commission not having received a request for hearing with respect to said joint declaration within the period specified in said notice, or otherwise, and not having ordered a hearing thereon; and

The Commission finding with respect to said joint declaration that the requirements of the applicable provisions of the act and rules thereunder are satisfied, and that no adverse findings are necessary thereunder, and deeming it appropriate in the public interest and in the interests of investors and consumers that said joint declaration be permitted to become effective:

It is hereby ordered, Pursuant to Rule U-23 and the applicable provisions of said act and subject to the terms and conditions prescribed in Rule U-24, that the aforesaid joint declaration, as amended, be, and the same hereby is, permitted to become effective forthwith.

By the Commission.

[SEAL]

ORVAL L. DUBOIS, Secretary.

[F. R. Doc. 47-6097; Filed, June 27, 1947; 8:49 a. m.]

[File No. 70-1526]

COLUMBIA GAS & ELECTRIC CORP. AND CEN-TRAL KENTUCKY NATURAL GAS CO.

ORDER GRANTING APPLICATION AND PERMIT-TING DECLARATION TO BECOME EFFECTIVE

At a regular session of the Securities and Exchange Commission, held at its office in the City of Philadelphia, Pennsylvania, on the 23d day of June 1947.

Columbia Gas & Electric Corporation ("Columbia") a registered holding company, and its public utility subsidiary, Central Kentucky Natural Gas Company ("Central Kentucky") having filed a joint application-declaration pursuant to the Public Utility Holding Company Act of 1935, particularly sections 6, 7, 9 and 10 thereof, with respect to the following transactions:

Central Kentucky proposes to issue and sell to Columbia \$2,300,000 principal amount of 31/4% Installment Promissory Notes, such notes to be unsecured and non-negotiable. The principal amounts thereof are to be payable in equal annual installments on August 15 of each of the years 1950 to 1974, inclusive; interest upon the unpaid principal amount thereof is to be payable semi-annually on February 15 and August 15. The proceeds of such sale are to be used by Central Kentucky to finance its 1947 construction program, which, it is estimated, will involve expenditures of approximately \$2,583,000. The notes are to be issued by Central Kentucky at such time and in such amounts as funds are required in connection with the construction program, but none of such notes will be issued and sold subsequent to December 31, 1947.

Said joint application-declaration having been filed on May 14, 1947 and an amendment thereto having been filed on June 11, 1947, notice of such filing having been duly given in the manner prescribed by Rule U-23 promulgated pursuant to said act, and the Commission not having received a request for hearing with respect to said joint application-declaration within the period specified in said notice, or otherwise, and not having ordered a hearing thereon; and

The Commission finding with respect to said joint application-declaration that the requirements of the applicable provisions of the Act and Rules thereunder are satisfied, and that no adverse findings are necessary thereunder, and deeming it appropriate in the public interest and in the interests of investors and consumers that said joint application-declaration be granted and permitted to become effective:

It is hereby ordered, Pursuant to Rule U-23 and the applicable provisions of said Act, and subject to the terms and conditions prescribed in Rule U-24, that the aforesaid joint application-declaration, as amended, be, and the same hereby is, granted and permitted to become effective forthwith.

By the Commission.

[SEAL]

ORVAL L. DuBois, Secretary.

\_[F. R. Doc. 47-6096; Filed, June 27, 1947; 8:47 a. m.]

[File No. 70-1539]

CENTRAL VERMONT PUBLIC SERVICE CORP.

ORDER GRANTING APPLICATION

At a regular session of the Securities and Exchange Commission held at its office in the City of Philadelphia, Pa., on the 24th day of June A. D. 1947

Central Vermont Public Service Corporation ("Central Vermont") a subsidiary of New England Public Service Company, a registered holding company, having filed an application, and an amendment thereto, pursuant to the first sentence of section 6 (b) of the Public Utility Holding Company Act of 1935, with respect to the following transactions:

Central Vermont proposes to borrow from one or more banks, during the remainder of the year 1947, an amount not in excess of \$1,600,000 (including \$550,000 presently outstanding short-term obligations) and to issue from time to time in evidence thereof its promissory notes

with a maturity of not more than nine months from the date of issue thereof. The proceeds of said loans are to be used to finance the company's construction program (including the rebuilding, repairing and replacing of certain of its properties damaged by flood) prior to the time when funds will be available from permanent financing. Applicant states that it has been informed by the First National Bank of Boston that it will loan the company the additional funds required at the rate of 11/2% per annum. It is represented by applicant that the transactions are not subject to the jurisdiction of any commission other than this Commission.

The application having been filed on May 28, 1947, and an amendment thereto having been filed on June 10, 1947, and notice of saud filing, as amended, having been duly given in the form and manner prescribed by Rule U-23 promulgated pursuant to said act, and the Commission not having received a request for hearing with respect to said application, as amended, within the period specified in said notice, or otherwise, and not having ordered a hearing thereon; and

Applicant having requested that the Commission's order granting the application, as amended, become effective forthwith, and the Commission deeming it appropriate to grant such request; and

The Commission finding with respect to said application, as amended, that the requirements of the applicable sections of the act and the rules promulgated thereunder are satisfied and that no adverse findings are necessary thereunder,

and deeming it appropriate in the public interest and in the interest of investors and consumers that said application, as amended, be granted:

It is hereby ordered, Pursuant to Rule U-23 and the applicable provisions of the act, and subject to the terms and conditions prescribed in Rule U-24, that said application, as amended, be, and the same hereby is granted forthwith.

By the Commission.

[SEAL]

ORVAL L. DuBois, Secretary.

[F. R. Doc. 47-6098; Filed, June 27, 1947; 8:48 a. m.]

## DEPARTMENT OF JUSTICE

### Office of Alien Property

AUTHORITY: 40 Stat. 411, 55 Stat. 839, Pub. Laws 322, 671, 79th Cong., 60 Stat. 50, 925; 50 U. S. C. and Supp. App. 1, 616; E. O. 9193, July 6, 1942, 3 CFR, Cum. Supp., E. O. 9567, June 8, 1945, 3 CFR, 1945 Supp., E. O. 9788, Oct. 14, 1946, 11 F. R. 11981.

### RUDOLF A. SEMS

NOTICE OF INTENTION TO RETURN VESTED PROPERTY

Pursuant to section 32 (f) of the Trading with the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property located in Washington, D. C., subject to any increase or decrease resulting from the administration thereof prior to return, and after adequate provision for taxes and conservatory expenses:

Claimant	Claim No.	Property
Rudolf A. Sems, Cleveland, Ohio	5880	\$1,658.95 in the Treasury of the United States.

Executed at Washington, D. C., on June 25, 1947.

For the Attorney General.

[SEAL] DAVID L. BAZELON,
Assistant Attorney General,
Director Office of Alten Property.

[F. R. Doc. 47-6123; Filed, June 27, 1947; 8:53 a.m.]

[Vesting Order 2580, Amdt.]

JAKOB DICHTER AND LUIGI MARZOCCHI

In re: Patents and patent applications of Jakob Dichter and Luigi Marzocchi; Interests of Jakob Dichter, Felix Meyer and Jenaer Glaswerk Schott und Genossen in contracts, relating to patents.

Vesting Order 2580, dated November 10, 1943, is hereby amended as follows and not otherwise:

By deleting subparagraph 8 (h) of said Vesting Order 2580 and substituting therefor the following:

(h) All interests and rights (including all royalties and other monies payable or held with respect to such interests and rights and all damages for breach of the agreement hereinafter described, together with the right to sue therefor) created in Jenaer Glaswerk Schott und Genossen by virtue of an agreement dated on or about April 18, 1940 (including all modifications thereof and supplements thereto, if any) by and between Jenaer Glaswerk Schott und Genossen and Kimble Glass Company, relating among others to Patent No. 1,699,305, dated January 15, 1929, inventor Felix Meyer, for method of making glass vessels.

All other provisions of said Vesting Order 2580 and all action taken by or on behalf of the Alien Property Custodian or the Attorney General in reliance thereon, pursuant thereto and under the authority thereof are hereby ratified and confirmed.

Executed at Washington, D. C., on May 28, 1947.

For the Attorney General,

[SEAL]

DONALD C. Cook, Director

[F. R. Doc. 47-6119; Filed, June 27, 1947; 8:53 a. m.]